

MEMORIALS

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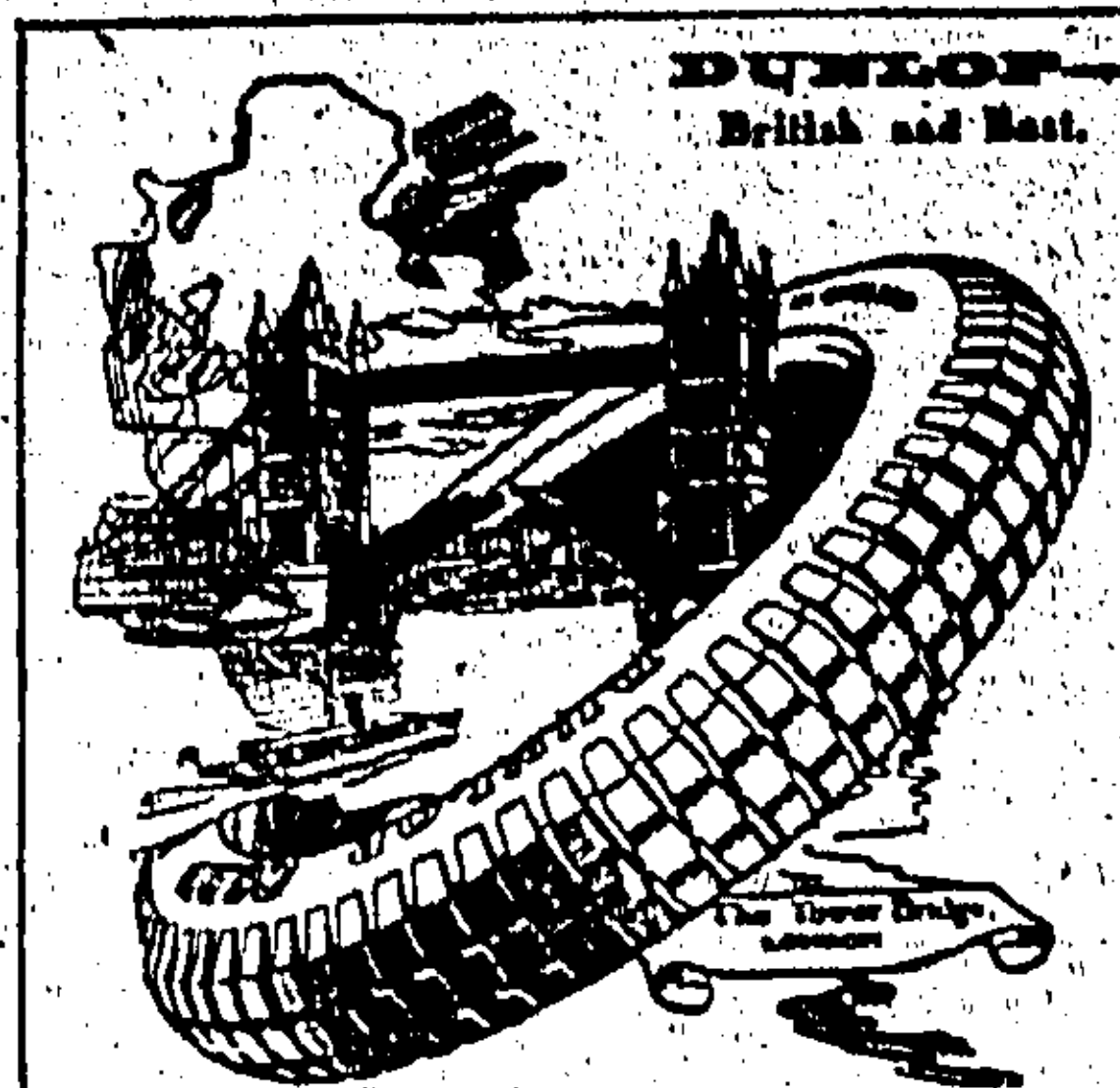
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ECONOMIC DRIVE IN BRITAIN.

REORGANISATION OF INDUSTRIES.

THOMAS MAKES IMPORTANT ANNOUNCEMENT.

CITY TO THE RESCUE.

London, Jan. 10. The prospect of a big economic drive for the reorganisation of British industry was opened up to-day when the Rt. Hon. Mr. J. H. Thomas, the Lord Privy Seal and Minister-in-charge of Employment, made an important announcement, dealing with the difficulties confronting him and the steps proposed for coping with unemployment through the reorganisation of industry.

Mr. Thomas's statement referred particularly to the financial side of the problem, and he announced that financial men of the City of London are prepared to back reorganisation wholeheartedly.

The Lord Privy Seal said he was in a position officially to say that

Trade Depression.

"In considering the steps which might be taken to produce a better employment position by improving the organisation and the equipment of British basic industries generally, I found that the feeling exists that manufacturers are handicapped in bringing about the necessary reorganisation and renewal and development of equipment by the fact of the long continued trade depression.

"This trade depression has pushed manufacturers to the limits of credit they can reasonably expect to obtain from their bankers, or which their bankers can reasonably be expected to provide."

"As a result of the consultations I have had, I am now in a position to state that the City of London is deeply interested in the task of placing British industry upon a broad and sound basis, and is ready to support any plans that, in its opinion, lead to this end.

"Those in the City who have been studying this matter are convinced that a number of our important industries must be fundamentally reorganised and modernised in order to be able to produce at prices which will enable them to compete with the world.

"The industry which proposes schemes that, in the opinion of those advising the City, conform to this requirement, will receive the most sympathetic consideration and cooperation of the City in working out the plans and in finding the necessary finance.

"In the case of individual undertakings, the City will be similarly ready to help, provided the scheme under discussion fits in as a part of general plans for the industry in question as a whole, and gives reasonable promise that the changes will enable the undertaking to become an effective unit in combination and cooperation with other similar undertakings."

Open Invitation.

Concluding, Mr. J. H. Thomas said that the statement he had made was an authorised statement, "made with the authority and knowledge of the City."

"It made deliberately to this gathering of men and through them, to the business community of the country as a whole."

"What, after all, does it mean?"

"It means that for the first time on behalf of the City of London, an open invitation is extended to business and industry to come forward with real schemes of organisation."

Tribute to Mr. Norman.

The Minister incidentally paid a tribute to the single-minded efforts

(Continued on Page 14.)

STRANGE TROPICAL DISEASE.

DEATHS OCCUR IN AMERICA AND GERMANY.

GOT FROM PARROTS!

New York, Jan. 10. Considerable concern is being felt over several outbreaks of a mysterious tropical disease known as psittacosis reported from four different places in America.

The disease is believed to be contracted from parrots, and the United States Public Health Service have accordingly warned all owners of these birds to handle their pets with the utmost caution.

There has been one death at Toledo, three cases at Annapolis in Maryland, three in one family at Warren (Ohio) and four among employees of a Pet Animal Emporium in Baltimore.

It has been established that the victims have either purchased or handled parrots which were ill and soon died.

The disease has also broken out in Germany, Berlin messages stating that five people have died and fifteen are ill therefrom.—*Reuter's American Service.*

INTERVIEW WITH MR. SNOWDEN.

SATISFIED WITH PROGRESS AT THE HAGUE.

The Hague, Jan. 10. Interviewed by *Reuter* regarding the progress of the Reparations Conference, Mr. Philip Snowden said that everything was progressing very satisfactorily.

There was every reason to hope that the full Commission would be able to meet on Monday and report that a settlement of the German reparations problem had been reached.—*Reuter.*

NEW POST FOR DR. SHIELDS.

CHAIRMAN OF HEALTH COMMITTEES.

London, Jan. 10. The Colonial Secretary has appointed Dr. Drummond Shields, Parliamentary Under-Secretary for the Colonies, to succeed Mr. William Lunn as Chairman of the Advisory Council of Agriculture and Animal Health and of the Colonial Medical Research Committee.—*British Wireless.*

SMALL-POX ON U.S. STEAMER.

FORTY CASES ON THE S.S. "GOLDEN SUN."

Washington, Jan. 10. The Public Health Service has received a wireless message from the American steamer Golden Sun stating that she has forty cases of small-pox aboard.

The steamer is proceeding to Honolulu, and asks for medical assistance.—*Reuter's American Service.*

INDIAN RAILWAY COLLISION.

DEATH-ROLL NOW TOTALS TWELVE.

New Delhi, Jan. 10. It is now established that the casualties in the train collision at Chatterbuckanj totalled twelve killed and thirteen injured.

The collision occurred between a Peshwar express and a goods train. It was first reported that six were killed and fourteen injured.—*Reuter.*

WAFDIST ACTION.

DISMISSAL OF EIGHT PROV. GOVERNORS.

Cairo, Jan. 10. Decrees have been published dismissing eight provincial Governors. They will be replaced by supporters of the Wafdists, who hold a remarkable majority in Parliament.—*Reuter.*

(Continued on Page 14.)

BRITISH CRUISER STRENGTH.

REDUCTION BY 20 NOW CONTEMPLATED.

CONTINGENT UPON EQUAL CONCESSIONS.

ADMIRALTY ATTITUDE.

London, Jan. 10. That the British delegation at the Naval Conference, with the full consent of the Admiralty, will make proposals involving a reduction of British cruiser strength from seventy vessels to fifty, was disclosed by Mr. A. V. Alexander, the First Lord of the Admiralty, in the course of a speech at Sheffield to-day, when Admiralty towards the Conference.

Consent to this reduced programme, however, is contingent upon adequate limitation by the other Powers to be represented at the Conference.

One-Power Standard.

Mr. Alexander said that the Government recognised that there were difficulties ahead, but was highly hopeful of complete success.

He pointed out that the British policy of the One-Power standard was simply expressed at the Washington Conference in the matter of battleships as parity with the greatest other naval Power.

In the matter of cruisers, however, the application of this principle was not quite so simple.

After the Washington Conference, the Admiralty fixed the number of cruisers necessary to the Royal Navy at seventy, based upon the needs for the defence of our world-wide and vital lines of communication.

New Situation.

We, therefore, stood out for seventy cruisers as a minimum at Geneva.

Since then a new situation had arisen through the signature of the Kellogg Pact outlawing war by all the major naval Powers.

With such powerful support for peace, the British Admiralty felt justified in anticipating a period in which armed conflicts need not be expected.

The Government, therefore, were prepared to agree to fifty cruisers as the minimum needs of the Empire until the next date for international conference and revision, which might be expected to be held round about 1936.

Review May Be Necessary.

The Government were hoping that a further agreement in 1936 would confirm or even extend the agreement which they anticipated would be reached at the forthcoming London Conference, but if, unhappily, the international horizon in the future should become less clouded in, the Board of the Admiralty may have to review the position.

Mr. Alexander concluded that the proposed reduction in British cruiser strength would necessarily depend upon an agreement at the forthcoming conference on adequate limitation by the other Powers.

Battleship Costs.

Mr. Alexander went on to say that Britain would like to see capital-ships less expensive to build and to maintain than the battleship involved by the maximum tonnage—therefore the minimum—laid down in the Washington Agreement.

The extent to which a substantial reduction of destroyers could be achieved depended upon the measure of success regarding the reduction of submarines.

It was difficult to persuade other powers to consent to the complete abolition of the submarines but it ought to be possible to have some measure of reduction.—*Reuter.*

A Foreign Office communiqué says that in the course of further conversations at No. 10, Downing street between the Prime Minister and the Japanese delegation to the Naval Conference, progress was made in the discussion of the various questions of special in-

(Continued on Page 14.)

SOVIET MOCKERY OF CHRISTMAS.

HUGE DEMONSTRATION HELD IN MOSCOW.

POLITICAL EFFIGIES.

Riga, Jan. 10. According to long accounts of "Christmas festivities" in the Soviet newspapers, thirty thousand adults and about ten thousand children participated in a huge Anti-Christmas (Old Style) demonstration in Moscow.

The great procession was headed by lorries carrying tableaux showing priests in their vestments, engaged in buffoonery, and prominent foreign politicians and others similarly engaged.

There were also loads of ikons, clerical garments and other religious objects.

The crowds danced around a huge Christmas tree decorated with the effigies of Mr. Ramsay MacDonald, M. Briand, the French Foreign Minister, President Hindenburg, and Marshal Pilsudski of Poland, and other "notorious counter-revolutionaries," monks, drunkards, priests and bureaucrats.

These effigies were subsequently burned.

Similar demonstrations were held in nearly all the chief provincial towns.—*Reuter.*

SWIFT ACTION BY POLICE.

FIRST ATTEMPT AT CIVIL DISOBEDIENCE.

INDIA AND CONGRESS.

Calcutta, Jan. 10. Swift measures have been taken to suppress the first move towards civil disobedience since the adoption of Gandhi's resolution at the All-India Congress.

In a recent speech, Subhas Chandra Bose, the President of the Bengal Provincial Congress Committee said that Congress must immediately concentrate their attention on Bandhila in Jessore District, where a splendid opportunity was afforded of initiating the civil disobedience movement with a view to winning independence for India.

To-day a report has been received from Bandhila, stating that the house of Bijoy Chandra Roy, the Secretary of the local Congress Committee and the local leader of the "No Tax" movement, was raided by the police and all moveable property attached.

Roy was placed under arrest and later charged before the District Magistrate with refusing to pay the Union Board tax. Bail was refused.

The property of some of the residents in two other villages who refused to pay taxes has also been seized.—*Reuter.*

WEST RIVER LAUNCH INCIDENT.

NOT SETTLEMENT REACHED AS YET.

According to information which has reached the Colony, no settlement as yet been effected regarding the detention at Wuchow of the coxswain and pilot of the Hong-kong launch Tung On, which recently collided with and sank a Chinese launch commandeered by the military at Shuiling.

Until an amicable settlement has been attempted, no steps will be taken to arrange a clearance of the launch.

CAPTIVE MISSIONARY RELEASED.

REV. MR. SANDY ARRIVES IN HANKOW.

Information has been received in the Colony to the effect that the Rev. Mr. Sandy, a Wesleyan missionary who was captured by bandits in Central China some little time ago, has been released. He returned to Hankow yesterday. It is not known whether any ransom was paid to effect his release.

(Continued on Page 14.)

SHARE GAMBLING IN SHANGHAI.

A RECKLESS SYSTEM CONDEMNED.

BANKS URGED TO ENFORCE EXCHANGE REFORM.

THE NO-MARGIN RULE.

Outspoken comments on the Shanghai share crisis are made by the *N. C. Daily News* in the course of a recent leading article.

It would be idle to pretend, says the journal, that the public are satisfied with the results of the recent extraordinary general meeting of the Shanghai Stock Exchange. The scandal of the December settlement was very great and it was generally felt that penalties should be proportionately severe. This undoubtedly was also the feeling of the best members of the Exchange.

It was known that the conduct of five members was to be considered at the meeting. Of these two have been expelled; two are to be allowed to resign if they cannot satisfy their creditors within thirty days; and for one some sort of arrangement has been made.

Should Have Been Expelled.

In other words, three brokers, who would have been expelled automatically from any other exchange in the world, are left free to carry on with the same recklessness as before, when the memory of the late debacle has grown a little less keen.

It is obvious that the rules of the Shanghai Stock Exchange need amendment. Astonishing as it may seem, it is a fact that no payment of margin is required on a share transaction. Anyone who can get a broker to trust him is free to order whatever shares he pleases, and for settlement three months ahead, without putting down a penny piece.

Reckless System.

Nowhere in the world does such a reckless system prevail. Until margins are exacted in Shanghai one great preventative at least of reckless gambling is lacking.

In the second place, it is surely most improper that a defaulting member can only be expelled by the vote of his colleagues, which vote, moreover, must show a three-quarters majority in favour of expulsion.

This is a relic of the old days when conditions were different and the influence of "friend pickin'" was perhaps less pernicious than it is now. But it is a system which ought to be changed. It places other members of the Exchange in a most invidious position and gives no certainty of results where decisive action is plainly called for.

On the London Stock Exchange, when a broker fails to meet his obligations, he is hammered and automatically ceased to be a member of the Exchange. The same practice is needed in Shanghai.

Banks Urged To Act.

Experience, however, unfortunately teaches that public opinion in these matters, however much incensed, is powerless alone to obtain reform. After the rubber boom in 1910 a great clamour arose that the Stock Exchange must set its house in order. Many suggestions were made, but we believe we are right in saying that practically nothing came of them.

In the present case it is earnestly to be hoped that the banks will use their powerful influence to compel the Stock Exchange to introduce the necessary reforms. At the last Settlement banks remained open until nearly three o'clock in the morning to help the brokers through. It is quite certain they will not do this sort of thing again. But more might be asked of them.

It is no secret that the banks intensely dislike this gambling, and one check they might impose would be to tell offenders to take their accounts elsewhere.

Disgraceful Incident.

There is a general feeling that the present opportunity to put Stock Exchange transactions on a sounder basis, and to prevent the intermittent recurrence of wild speculation should not be lost. Foreigners in China are to-day, at all times exposed

(Continued on Page 14.)

Bulls and Inners

From the Office Butts.

A pleasing, unrehearsed and graceful little compliment was paid His Excellency the Governor during his visit to the New Territories Agricultural Show, when a dear little hen shyly deposited an egg at the gubernatorial feet. Extravagant loyalty!

"Shump in Bar Silver," says newspaper heading. This does not refer to the man who dropped a cart-wheel in "Beattie's."

New regulations have been drafted to deal with the smoke nuisance. Contrary to anticipations, these do not apply to the Peak tramcars.

"Knife in Kowloon," says a newspaper heading. Should come in handy for cutting Peak people.

Having forsaken the City Hall, it was only natural that the St. George's Society didn't include the Barn Dance in the ball programme.

"Wigan Wag"—You're wrong. The tourist vessel "On Ten Noort" has not been so named to indicate that she's northward bound.

It seems that some of the older Powers don't like the Young plan.

If the dollar declines much more, somebody will start giving them away with a pound of tea.

Ponies can be trained like sheep to follow a leader. If you doubt it, just go to the next race meeting.

MacWhirter says a clever man can't tell a woman's age—and doesn't.

No doubt when Sir Murchison Fletcher leaves Fiji, he'll be presented with a suitable Souvenir!

There are to be four maids and three valets with the U.S. delegation to the London Naval Conference. The men, of course, will be pressing their suits.

In connexion with the scheme to sell tea to Russia, we notice that "Ceylon holds out." In our boarding house, it usually ekes out.

Among other things mentioned by Sir Murchison Fletcher in his inaugural speech at Suva, were trips and Hongkong. The association would indeed pain us but for the fact that we honestly believe Sir Murchison was merely indicating how thoroughly he knows his onions.

The title of our C.S.P. No more shall be three-lettered: In future, it will merely be "I. G." which can't be bettered.

There's this about the latest change. Which may not meet the eye—To further still reduce the range Might leave a lone big "I."

We notice that the Tamar is still in port. To which may be added the fact that there's a Somme Sterling port in the Tamar!

Where are you going to, my pretty maid? When you steer straight ahead with the right hand displayed? Experience tells me how likely you are To turn to the left in that dinky new car.

Shanghai News:—Tael's Down! Perhaps if we could induce some of these "talkie" producers to come to Hongkong, they might put the Colony on a sound basis.

One thing about these pick-pockets, they give most folk a run for their money.

Regarding the drop in exchange, Shanghai could a tael unfold.

Hongkong's climate is terrible. No sooner do we get over the New Year eat-wave than along comes a cold snap.

A TALE OF TAELS.

Oh! tell a tale of silver slumps, Of people feeling in the dumps, And everybody with the humps, As taels are down: Tails down!

Will ever fall to rhythm? art To tell a tale of rising mart, And new rejoicing in the heart, When taels are up? Tails up!

We understand that an expert welder who has been engaged on the harbour pipe line, has now left for Home. What a pity someone didn't get him to weld a new bottom in the dollar before he left!



He: Darling, don't tell anybody we are engaged just yet. She: Only 'Ldy. She always said I would never find a fool to marry me.

One think about the worm.

Nobody expects him to put his hand out when he turns.

Talking of road improvement schemes, some of our bright lads want to know whether there's any possibility of the straight and narrow path being widened a bit.

"The late Shanghai settlement beggared description" we read. Not to mention several others.

An unfinished roadway has been discovered in Peru, which is believed to have been started 5,000 years ago. Of course, our Causeway Bay road won't take nearly so long as that.

Talking about naval parity what about a real conference at Government House on silver parity?

After the holidays—Bismuth as usual.

When passing the port—please take care.

To keep it well up in the air. Or your tai-pun will stiffen. Think you a griffin. And hand out his latest stare.

News item:—"On Saturday last, while 40 men were drinking in an hotel in a Melbourne suburb a flash of lightning struck the premises. The roof was hurled into the street. Fortunately, in the confusion the landlord shouted drinks all round."

The way some wives use lipstick makes husbands see red.

Too many gentlemen prefer blondes after marrying brunettes.

Cheap stockings are expensive in the long run.

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FORGED BANKNOTE CASE ENDS.

MAGISTRATE SATISFIED THAT
POLICE BEAT ACCUSED.

PROSECUTION FAILS.

Two main features emerged from the final hearing of the Chartered Bank forged notes case, which ended before Mr. Grantham, at the Central Magistracy, yesterday afternoon. The first was that the confession alleged to have been made by the accused was unacceptable because it was not made voluntarily but after he had been hit; and the second was that in weighing the probabilities, the Bench found there was genuine doubt as to whether or not, the accused had possessed the forged notes.

The accused, a foki of the Lee Lee Fung Hang firm, at Bonham Strand, who was charged with the possession and uttering of six forged Chartered Bank notes, each of a facial value of \$500, was therefore discharged, after a trial which had occupied eight sittings.

After the defence had intimated that they had concluded their evidence, Mr. Grantham said he had to consider the admissibility or otherwise of the statements made by the accused to Sergeant Kennedy and also those on the charge sheet. It was a well known and old established principle, that a statement by a defendant could only be admissible if it was given voluntarily, which meant that it was not made under any pressure, either by threat or promise held out to him. "Clearly then this statement that Sergeant Kennedy took from the accused after he had been taken out of the house was no confession. Now the confession had not only got to be voluntary, but it was for the prosecution to prove that it was made voluntarily. It was not for the defence to make out that it was anything but a voluntary statement. He was of the opinion that the statement was not voluntary, and therefore must be rejected.

Mild Form of Torture.

"Now as to the evidence of the accused: He says that he was beaten on various occasions by the detective, Sergeant Kennedy and others. He says that he was beaten with a ruler on the knees and legs whilst squatting down, and he says that he was punched over the chest. He also says that he was beaten continuously, before he went out at 5.30 p.m. and again after he had returned from his fruitless search. He says that it was exceedingly painful and that those statements were extorted from him. The principal witness for the defence, Dr. Cannon, corroborated him, although a great deal of the medical evidence was hypothetical. One thing he was certain of in his evidence was that the accused could not have come by his injuries by falling down or by hitting himself. He also said the nature of the bruises on the knees rather looked as though he was hit whilst in a crouching position. He also suggested that those bruises and wounds on the knees would have been caused by the accused being hit with a round hard object in the nature of the ruler which they had in Court last time, whilst the bruises on the chest suggested that the man had been hit with a fist. There was also one important point and that was the position of the bruises on the knees. They were on the outside of the knees, on what the doctor termed the fibula, which went to show that the defendant was not hit just anywhere, across the knees, but there must have been different blows on each knee, and it appeared to him that whoever gave those blows knew that a blow on the fibula caused great pain; in fact the man who did it, was an expert in a mild form of torture. Dr. Cannon said it was a peculiarly painful part of the body and that a man with defendant's physique would suffer great pain and anguish from such treatment.

Police Evidence Doubtful.

"Then there was the evidence on the other side, that of Sergeant Kennedy, the detective and the Watchman. Naturally they all denied having assaulted the de-

fendant or that they touched him, though their evidence does not altogether agree. Where it chiefly disagreed was whether Sergeant Kennedy was present with the defendant all the time. The Sergeant said he was there for about 15 minutes, sometime between 4 and 4.30 p.m. when he then cross-questioned the defendant. The District Watchman said that the Sergeant was there all the time up to 5.30 p.m. and the detective, on being recalled, after hearing the evidence of the D.W., also said that Sergeant Kennedy was there the whole time. I doubt very much the evidence of these three witnesses, and I must accept in the main the defendant's evidence on that point. Not only have the prosecution failed to prove that the statement was made voluntarily, but the defence has proved that the accused was assaulted in the detective's office. As to whether it was the constable, the detective or Sergeant Kennedy who committed the assault it cannot be established and it is not relevant to the present case."

Defence Arguments.

In his address on behalf of the defence, Mr. Leo D'Almada, Jr., referred to what he regarded as two main features in the case, the first being that the accused, although he had the opportunity of decamping on being released after the first arrest, had chosen to stay where he was; and the second being that the evidence of the prosecution consisted, in the main, of a mass of contradictions, although it had necessarily to agree on the main points.

Counsel perceived in the whole story of the prosecution, from the start to the close of the case, an attempt to keep something back, that being indicated at one point where Au Yeung Yuk-fai, one of the witnesses for the prosecution, testified that he did not know of these forged Chartered Bank notes being extensively on the market when in point of fact, it was established that the matter was common knowledge with the Nam Pak Hong merchants and when he himself did not take more than a few minutes to find that the notes had been introduced into his own firm, the Shin On Wing, were also forgeries. Counsel spoke of the difficulties which he himself had encountered when handling a genuine Chartered Bank note, as showing the great care with which these notes were being handled these days. He suggested that the complainants had received them from another quarter in the course of the day's business, and finding their mistake later, had at the first opportunity sought to palm it off to a scapegoat, in this case the unfortunate accused.

Counsel went on to deal with various aspects of the case, reiterating that if the accused had been so dishonestly inclined, he could, with the many opportunities he had previously had, have decamped with a very much bigger sum than that involved in the case. At the very least, accused could have so distributed the forged notes, if he had them, in such a way as to have averted the risk attending on the palming of all six notes at one time and on the same person. They had heard, Counsel commented, of a man being either a fool or a rogue, but this was the first time Counsel had heard of a fool and a rogue combined in one.

His Worship disagreed. Counsel conceded that his Worship's experience was greater than his own. In conclusion, counsel submitted that the whole of the evidence of the prosecution left, in his opinion, a large element of doubt as to the credibility of their story. At the very least, it left that reasonable doubt which entitled the accused to be discharged.

The Decision.

In giving his decision, Mr. Grantham said there was only one thing that was certain in the case, and that was that there were forged bank notes. There were two stories. The complainant's story, which was corroborated by some of the witnesses, and the defendant's story, which was corroborated to a certain extent by one witness of the prosecution, but they had to remember that that witness was the employer of the accused, who was therefore naturally somewhat biased in his favour. The defendant had not produced any witnesses from the shops he said

SILVER WEDDING.

PRESENTATION TO MR. AND
MRS. MAKEHAM.

Twenty-five years of married happiness enjoyed by Mr. C. Makeham, one of the oldest and respected members of the staff of the Hongkong Dairy Farm, Co., Ltd., and his wife, Mrs. Makeham, was marked yesterday afternoon by a pleasant little function in Messrs. Lane, Crawford's Restaurant, when the staff of the Dairy Farm Ice and Cold Storage Co., Ltd. met to congratulate Mr. & Mrs. Makeham, wish them continued happiness, good health and long life, and to present to them some tangible expression of their esteem and respect.

Tea was first enjoyed by the large gathering, after which Mr. A. Stevenson, the genial and popular manager of the firm, made the presentation, which took the form of a very handsome inlaid art tea table and a silver rose-bowl, both suitably inscribed. In performing this duty, Mr. Stevenson said they were met together on a memorable day, namely to celebrate the 25th anniversary of Mr. and Mrs. Makeham's wedding. Mr. Stevenson made some humorous references to the early days when he and Mr. Makeham shared bachelors' rooms and said he was a "bit of a lad" in those days: He (Mr. Makeham) had been a fine colleague and an excellent employee. On behalf of the staff, he would like to wish both Mr. and Mrs. Makeham every joy, good health and long life and the hope that they would be lucky enough to celebrate their golden wedding 25 years hence. (Applause).

In acknowledging the gift, Mr. Makeham said how very much both he and his wife appreciated the great kindness shown them. They had both had a very happy life during the last 25 years, and if there were any bachelors there who said that a young fellow could not afford to marry, he would like to tell them that one could save a great deal more when in double harness than when single, and also lead a far happier and contented life, provided they had the right kind of wife, on which everything depended. He would once again like to say how much they appreciated the kindness of the staff. Until then he had scarcely realised how many friends he had among the staff of the Company (applause).

he visited, and that was the strongest point against him. Otherwise it was merely a case of believing either the defendant's or complainant's story. It was for the prosecution to prove beyond reasonable doubt that the defendant had those notes. The balance of probabilities were not sufficient. If there was a genuine doubt as to whether the defendant did or did not have those notes, then he was entitled to be discharged, and in this case he was of the opinion that there was a genuine doubt and the accused would be discharged.

The Un-Wisdom Of Delay.

With many people delay, even of a day, to evacuate the body's waste disturbs and distresses the whole system, and to all such Pinkettes, the gentle, non-habit-forming, dainty little laxatives, are the surest and best safeguard of physical well-being.

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AN INTERESTING ANNOUNCEMENT

APPEARS ON PAGE 5.

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supplies antiseptic vapours which quickly permeate the cavities of the nose and throat and thus destroy the germs responsible for your cold in their breeding places.

The Colonial Dispensary

13 Queen's Road, Central,
Tel. C. 1877.

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"LA PERLA DEL ORIENTE"
C. INGENHOHL

Yours Truly
Tobacco Store

22, Des Vaux Road, C. (Tel. C. 1856)

CIGARS

"Below par"

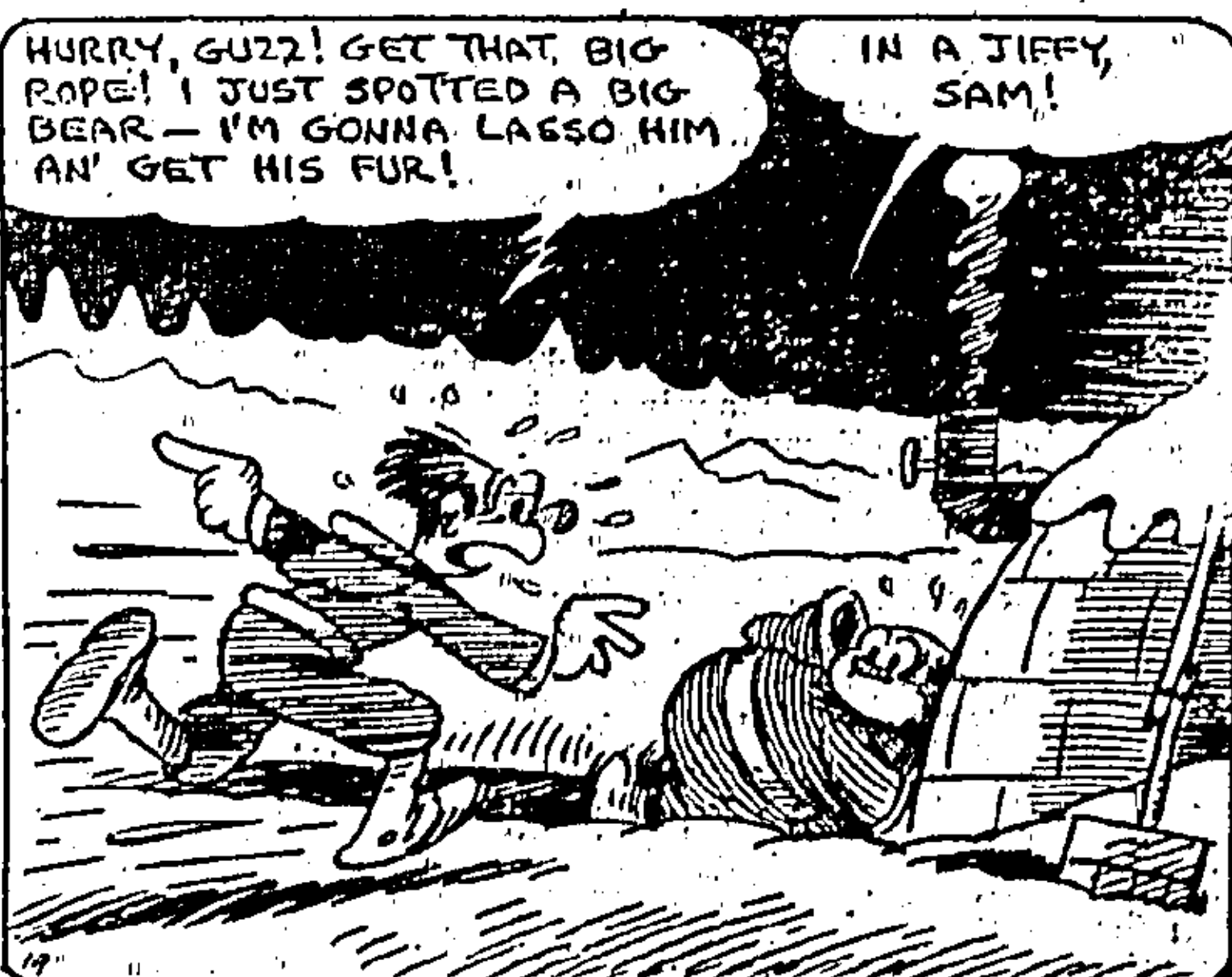
If you are run down
and far from well—
try SCOTT'S
Emulsion.

It builds up the body
heals the lungs and
tones up the system.
Ask for

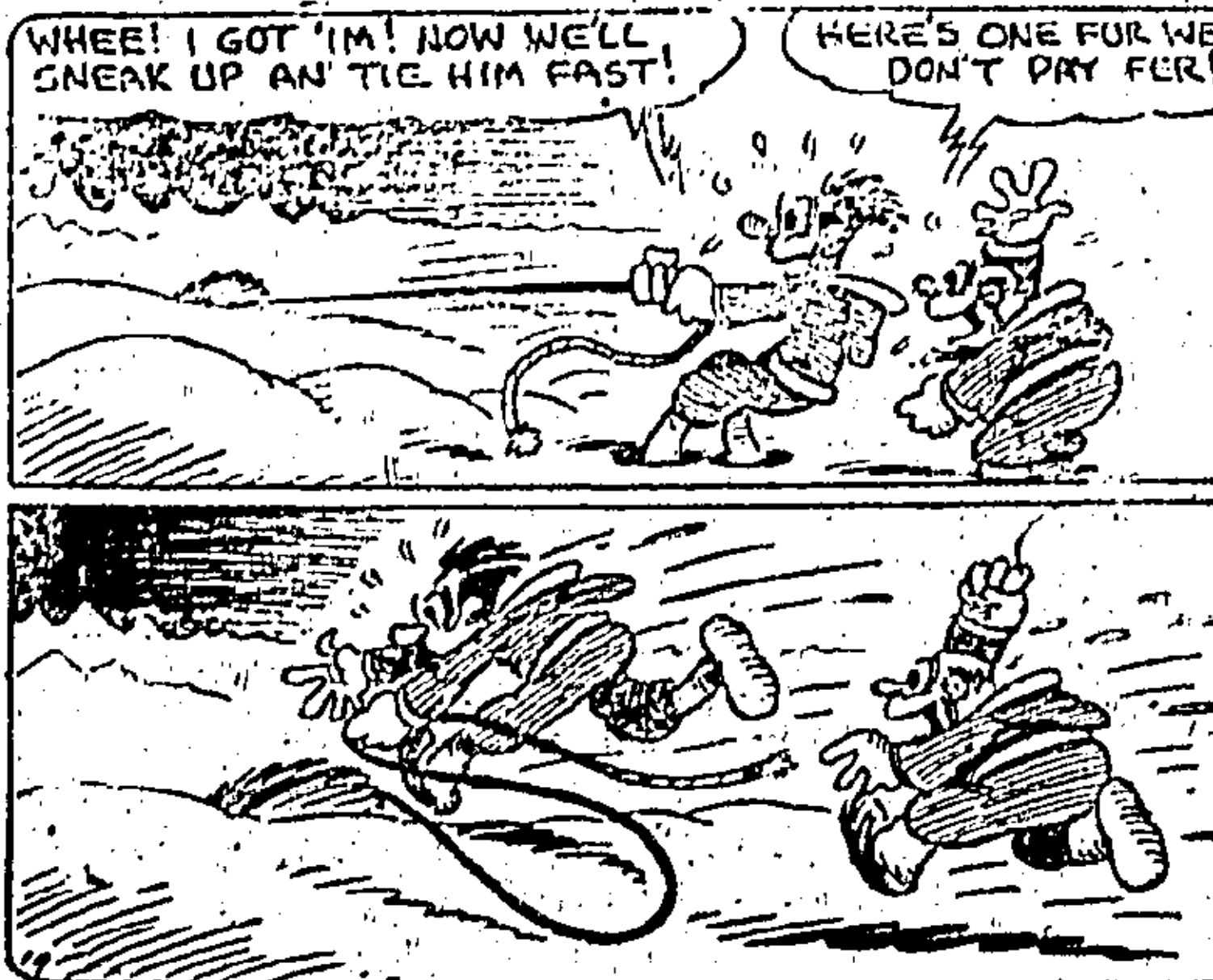
**SCOTT'S
Emulsion**
The protector of life



SALESMAN SAM



Forbear, Esky, Or Kid!



By Small





KOLYNOS safeguards against toothache, decay and gum infection. One-half inch on a dry brush removes fermenting food particles, dissolves film and destroys decay germs.

Try Kolynos today and notice how delightfully clean and refreshed your whole mouth feels.

KOLYNOS
DENTAL CREAM

HOUSEHOLD COAL

We have now made arrangements to deliver Household Coal on the following terms, and would emphasize that full weight at destination is guaranteed.

Selected Grade Lump Coal

Upper Levels	\$21.00 per ton
Mid-Level	\$20.00
Central District	\$19.00

Best Household Nuts

(For Kitchen Use)

Upper Levels	\$19.50 per ton
Mid-Level	\$18.50
Central District	\$17.50

Terms: Cash with order.

Minimum Quantity: One ton

ARNHOLD & CO., LTD.

French Bank Building,
Queen's Road, Central

SAFETY 1ST

SCIENCE PROVES COLD WEATHER NO PROTECTION FOR FOOD

WITHOUT SAFE REFRIGERATION FOOD SPOILS AND HEALTH IS MENACED IN WINTER AS IN SUMMER

HEALTH AUTHORITIES URGE THAT FOOD BE SAFELY KEPT IN A CONSTANT TEMPERATURE AS WITH FRIGIDAIRE

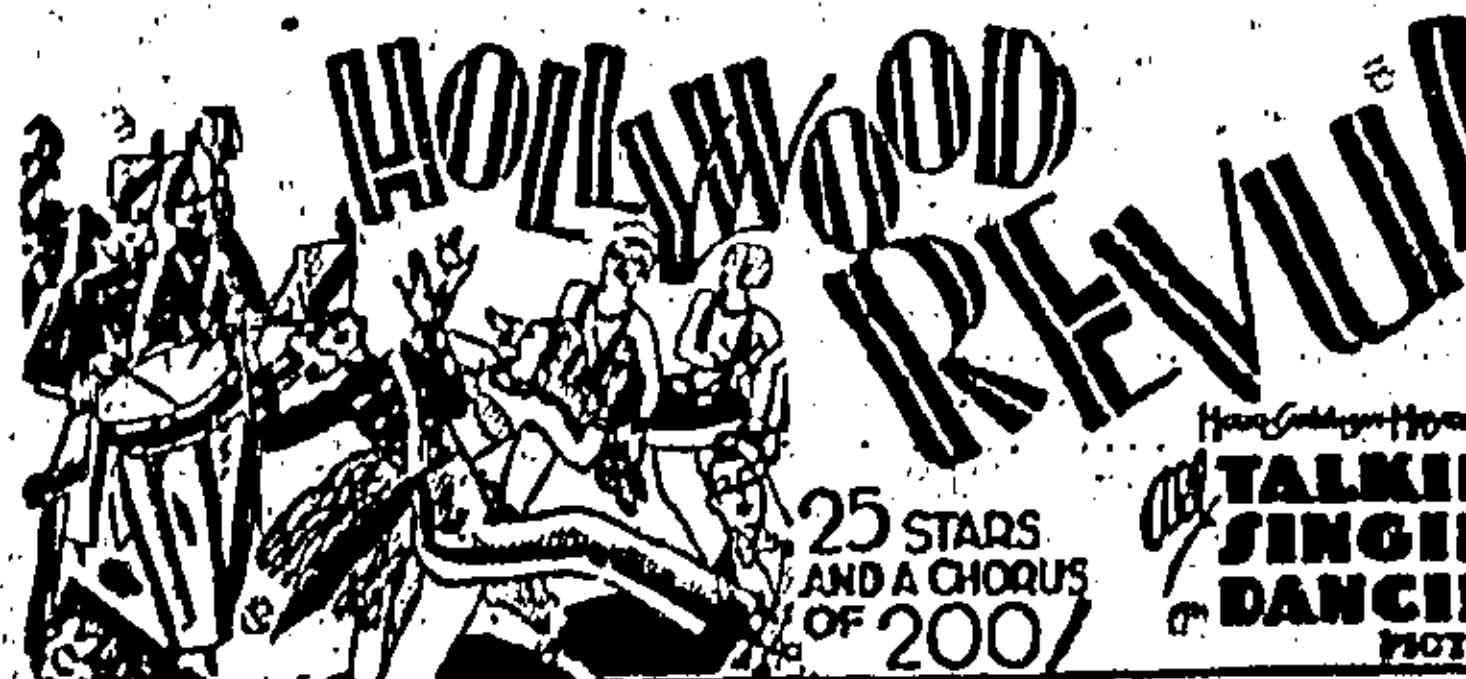
INSTALL YOURS NOW! 3RD

FRIGIDAIRE
PRODUCT OF GENERAL MOTORS

SOLE DISTRIBUTORS FOR HONG KONG & S. CHINA

DODWELL & CO. LTD.

QUEEN'S BUILDING. TEL. C. 1030



QUEEN'S WATCH FOR OPENING DATE

FRACAS AT YAUMATI.

HOOLIGANISM IN THEATRE VESTIBULE.

A fracas in the vestibule of the Po Hing Theatre in Nathan Road, Yaumati, last Saturday night, was related to Mr. Whyte Smith at the Kowloon Magistracy yesterday afternoon when two lime washers appeared on charges arising out of the incident.

The two defendants were charged with unlawfully and maliciously wounding the door keeper and a student and also of assaulting an Indian constable with the intention of resisting arrest. The first defendant was further charged with being in possession of an iron bar which was described as an instrument fit for an unlawful purpose.

Mr. Arthur Covey appeared, together with the Police, for the prosecution and Mr. A. E. Hall defended.

His Worship (to Mr. Hall): You are for both defendants, Mr. Hall?

Mr. Hall: So I understand your Worship.

His Worship: How are you not quite sure about it?

Mr. Hall: I have just been instructed.

His Worship: And you are pleading not guilty?

Mr. Hall: Yes, although I don't know the facts of the case.

Mr. Covey intimated that they could adjourn for a few minutes until Mr. Hall saw his clients.

Mr. Hall: I don't like to keep the Doctor (Dr. Valentine) waiting here. Shall we take his evidence first?

His Worship: Well, you plead not guilty anyhow?

Mr. Hall: Yes, that's the safest course.

The Incident Described.

In describing the events on the date in question, Mr. Covey said that on the night of January 8 the two accused appeared at the Po Hing Theatre and endeavoured to force an entrance into the theatre but were stopped by the door keeper.

His Worship: You mean they wanted to effect an entrance without paying?

Continuing, Mr. Covey intimated that they did not pay and wanted to gain admission without tickets, but were stopped. One of them struck the attendant and then both left.

On the night of January 4 the two men returned, together with eight others, bringing with them buckets of white wash, while one man had an iron bar. They again tried to force their way into the theatre without tickets. They seemed to have gone there to make trouble. The result was that one of the door keepers was taken to Hospital, while a visitor to the theatre was also injured and taken to Hospital. They were both hit over the head with an iron bar, which Mr. Covey described as a murderous instrument.

One of the door keepers blew a Police whistle and on hearing this, the men immediately left the theatre, taking with them their implements and buckets of wash. The two defendants ran against a Sikh policeman in plain clothes and when he endeavoured to arrest them, he was struck in the face with a white wash brush.

Another Sikh constable in uniform appeared on the scene and succeeded in arresting the defendants.

It was alleged that the second defendant used the brush while the first defendant was in possession of the iron bar.

In reply to his Worship, Mr. Covey mentioned that the defendants, who were lime washers, might have come from their work, but he suggested that they had gone to the theatre to create trouble. The white wash had been splashed into the men's eyes and they received treatment for this as well as for the injuries caused by the iron bar.

Witnesses Called.

Evidence of the injuries to the door keeper and the visitor was given by Dr. D. J. Valentine, who stated that they were not serious although nasty wounds, and appeared to have been caused by some heavy blunt instrument. Witness mentioned that no special treatment was given to the men for their eyes although they were red and watery.

In reply to Mr. Hall, witness agreed the injuries might have been caused in some way other than that suggested by the prosecution.

The door keeper corroborated Mr. Covey's outline. He recognized the defendants as the two men who had gone to the theatre and attempted to effect an entrance on January 8, and also as the men responsible for the assault on the following night.

In answer to the Magistrate, witness admitted that the men who were seen at the theatre on the night of January 4 might not have been with the two defendants. They were not armed.

Answering Mr. Hall witness said that he was not anticipating trouble on the second night.

A student, who had gone to the theatre to purchase a ticket for the performance, said that he was suddenly struck over the head with something hard after having had some white wash splashed over his garments.

In reply to Mr. Hall he said that he did not know who was responsible for the assault.

Severe Punishment Asked for.

After further evidence, the Court adjourned for a quarter of a hour for Mr. Hall to interview his clients. On resuming, Mr. Hall intimated, in reply to his Worship, that he did not propose to call any evidence.

Mr. Covey asked that if his Worship found the defendants guilty of the charges, the most severe punishment possible should be inflicted. Mention was made of the trouble which had occurred at the theatre some three months ago, Mr. Covey asking that a serious view be taken of the present case to prevent a recurrence of what had happened last Saturday night.

It was very apparent from the evidence that the defendants went to the theatre with the intention of gaining admission without payment and on being ejected returned the following night. Mr. Covey drew his Worship's attention to the damage caused by the defendants to the property of the two complainants and the Indian constable, as well as to the curtain of the theatre, and suggested that compensation in the sum of \$50 should be awarded.

His Worship intimated that unless the prosecution argued that the defendants had gone to the theatre for a common purpose, the second defendant could not be convicted of causing malicious wounding as it was the first de-

PURLEY TRAGEDY.

RUBBER COMPANY DIRECTOR FOUND SHOT DEAD.

London, Jan. 10.

Mr. Thomas Martin Chalmers Stuart, a Director of several rubber companies, was found shot dead in his home at Purley.

Defendant who had caused the injuries with the iron bar.

Mr. Covey remarked that he most certainly argued that the men had acted on a common purpose, pointing out that both had been at the theatre on Friday night and again on Saturday night, when they had eight others with them. He also pointed out that the time could blind a person and, he argued it was for that purpose that the men had used it.

His Worship remarked that he was quite willing to agree that hitting a man with a white wash brush would be assault, but he did not think it amounted to malicious wounding.

Mr. Hall, when asked if he wished to say anything, remarked that he agreed with the views expressed by his Worship that both defendants could not be guilty of malicious wounding. From the evidence there was only one of them who had inflicted the injuries, unless the prosecution could prove to his Worship's satisfaction that they had conspired together.

Defendants Convicted.

In giving judgment, his Worship said that this was the second case that had been before him of a very similar nature. He could not understand the hooliganism that went on at the theatre. The former case was similar to the present in that the people went one night and tried to get in without tickets. On being unsuccessful they returned the following night, with iron bars and set upon the door keepers.

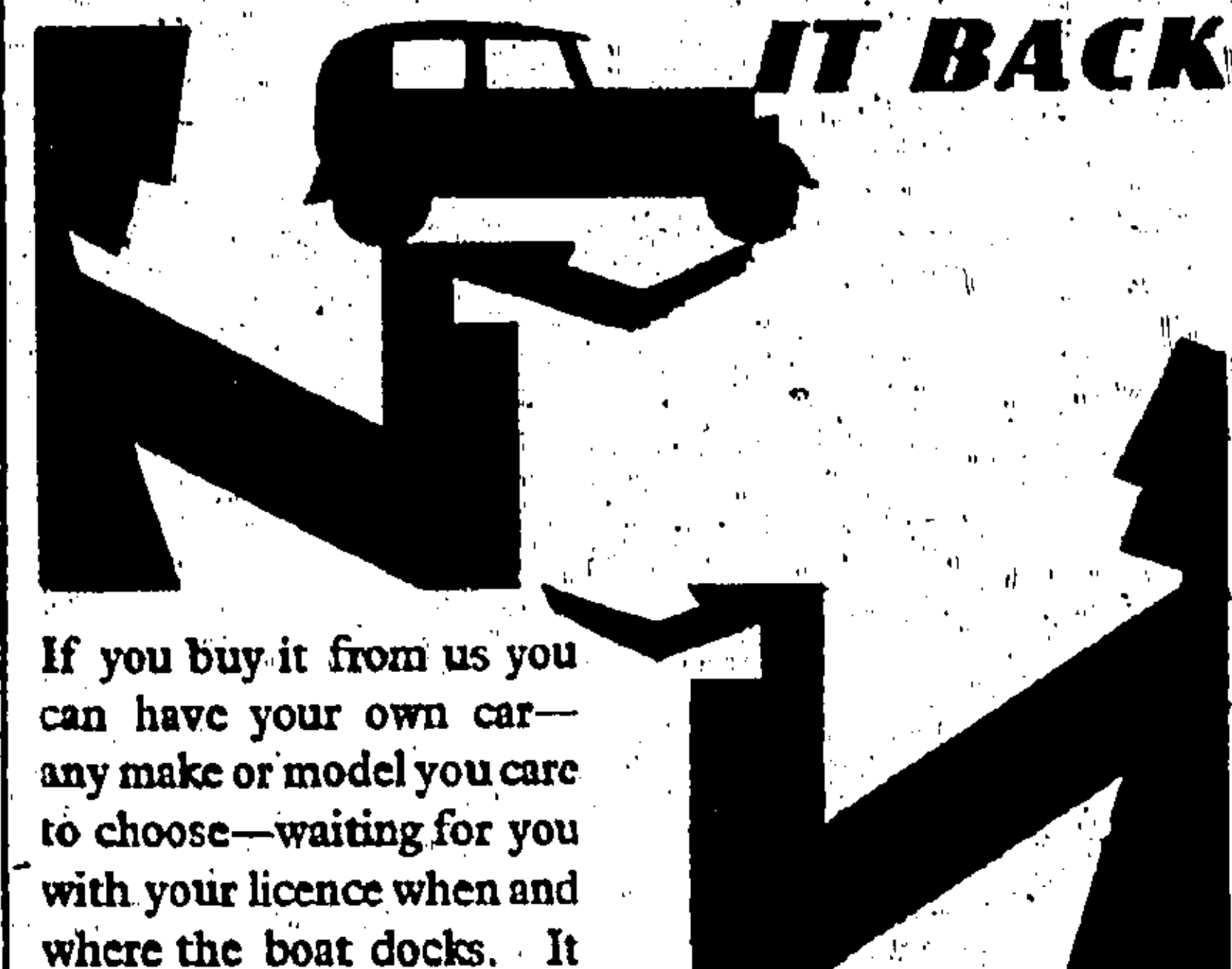
Continuing, his Worship said that he could not understand it, as he could not see how they could expect to get in without payment. It was very serious to use an iron bar which might easily kill a man, if struck on the head with it.

He had no hesitation in convicting the defendants but it was rather curious that the two defendants should stand out from the crowd.

The first defendant was convicted of the first and second charges but his Worship intimated that the possession of the iron bar was really the same offence as the first as the defendant could not have caused the injuries unless he had the bar. The defendant was sentenced to three months' hard labour on each charge, the sentences to run concurrently. The second defendant was convicted of assaulting the Indian constable, his Worship remarking that he might have been convicted of common assault in respect of the incident in the theatre but it would not make much difference. Sentence of two months' hard labour was imposed.

The first defendant was ordered to pay the two complainants \$15 each compensation or undergo a further term of three weeks' hard labour, while the second defendant was ordered to pay each of the two complainants and the Indian constable \$5 compensation, as well as \$20 to the theatre for the damage caused to the curtain, or in default a further three weeks' hard labour.

BUY A CAR FOR YOUR LEAVE—WE'LL BUY IT BACK



If you buy it from us you can have your own car—any make or model you care to choose—waiting for you with your licence when and where the boat docks. It is your own. At the end of your leave, if you wish to sell it, you bring it back at the last minute to us and we will give you for it the price arranged when you order the car before leaving your post for England. This is the best possible way of buying yourself a car for

your leave. You will avoid having to re-sell it hurriedly and, possibly, at a loss. You will have it for the entire time you are here. If you wish, an instructor will be lent to you free of charge for three days. Write to us at once about what we can do for you.

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BURLINGTON GARDENS
OLD BOND ST. LONDON W.1

World distributors of the Blackburn Bluebird Light Aeroplane

Certain relief for sufferers of INDIGESTION

with

3 Tablets of



Magnesium Perhydrol
"MERCK"

Relieves the distressing symptoms of nausea, heartburn, flatulence, and all other stomach troubles. Your doctor recommends it.

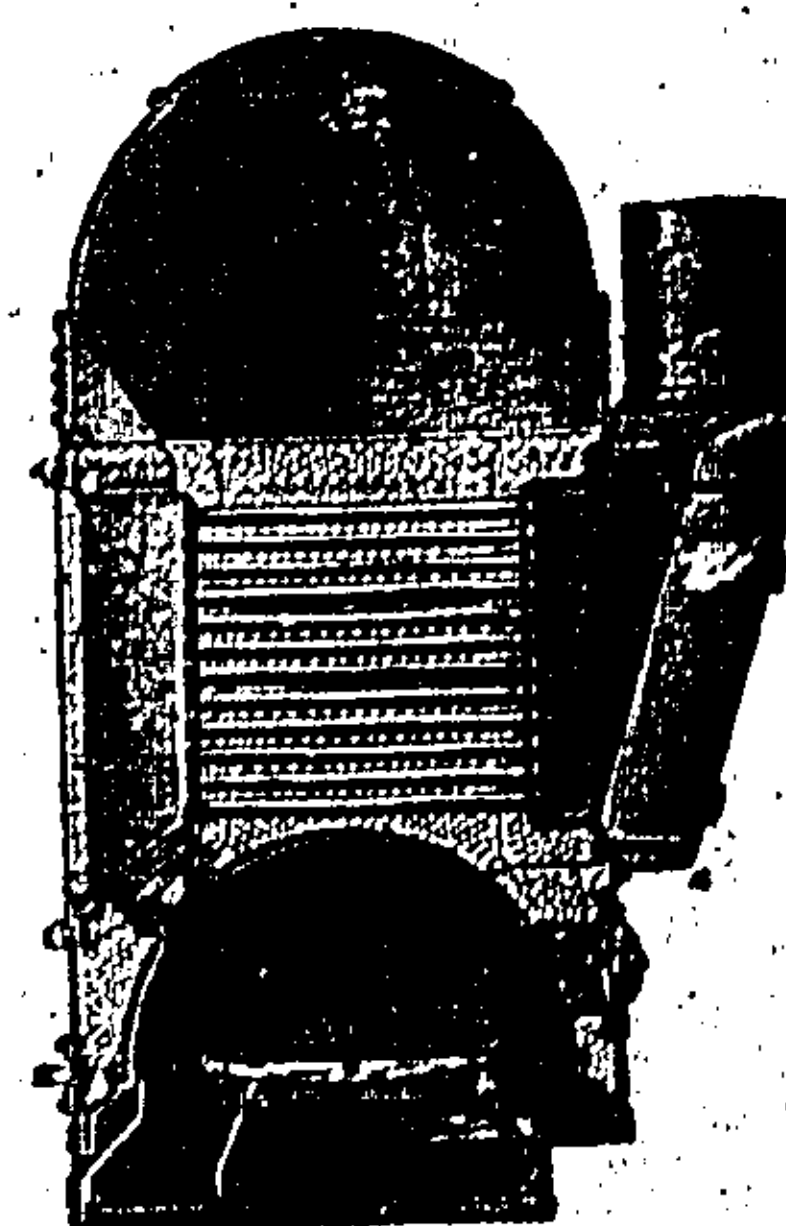
From all chemists and stores in powder and tablets.

COCHRAN

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EVERY INDUSTRIAL PURPOSE.

STEAM AND HOT WATER.



THE STANDARD DONKEY BOILER
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AUXILIARIES.

BOILERS

COCHRAN & CO. ANNAN, LTD.

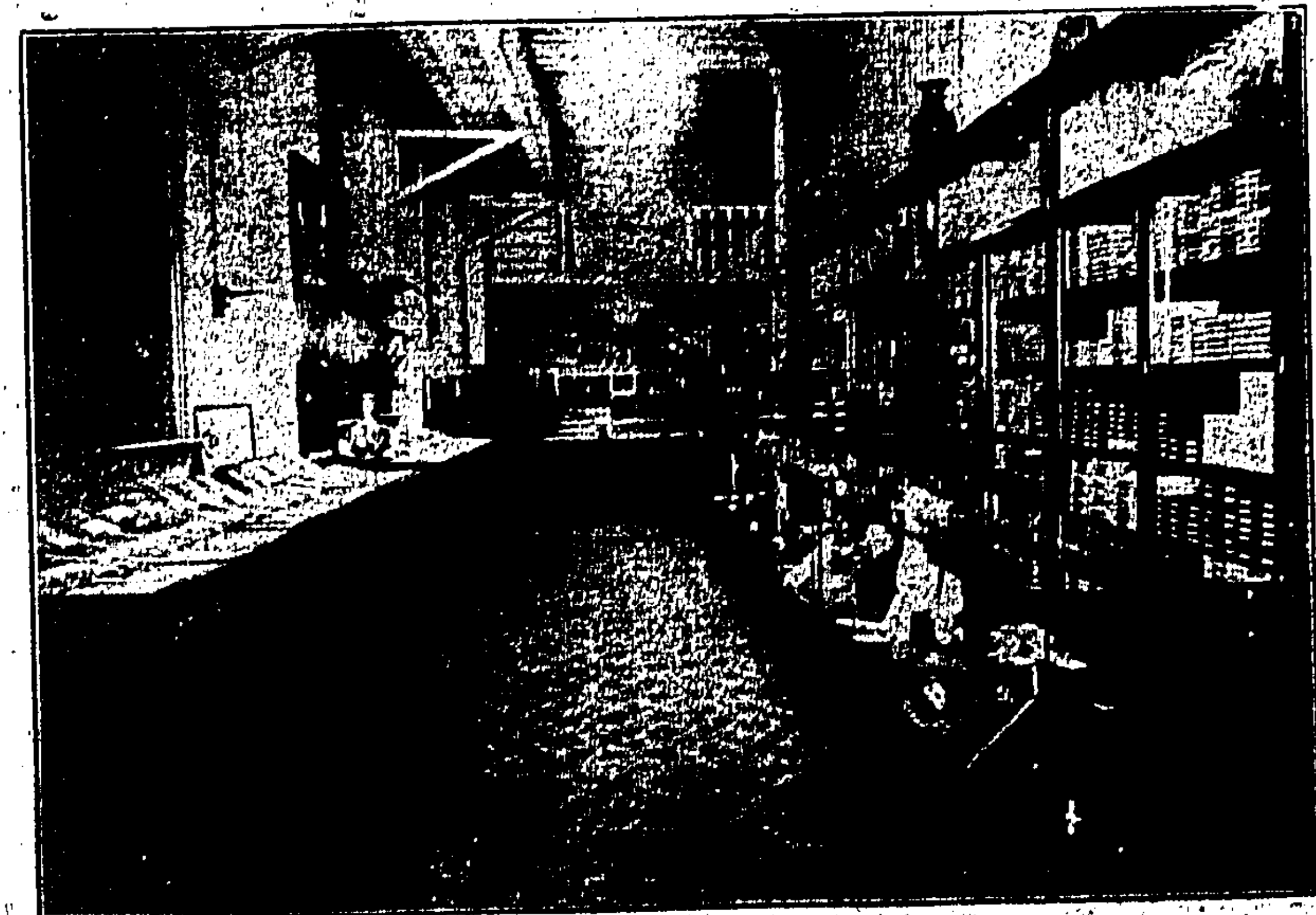
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OF CHINA, LTD.

Queen's Buildings.

Hongkong.

THE QUEEN'S HOSIERY STORE



SPECIALISTS IN THE LATEST AND BEST HOSIERY STYLES.

NOTE THE ADDRESS.

37, Queen's Road, C.

JUST P. ST. QUEEN'S THEATRE

TO-DAY'S WANTS

25 WORDS — ONE DOLLAR

(\$1.50 IF NOT PREPAID)

The following replies have been received:—
344, 345, 347, 350, 355, 366, 392, 395, 398.

SITUATIONS VACANT.

WANTED.—Young man, American or British, as Assistant in Office of old established American Firm. Write Box No. 615, care of Hongkong Telegraph.

WANTED.

PRAM WANTED.—Must be in good condition. Please write giving particulars of make, size and price to Box No. 616, Hongkong Telegraph.

POSITION WANTED.

Britisher seeks position as store-keeper, wharfinger or constructional work, speaks Chinese, out-part no object. Immune from the "squeeze" or "breeze" complaint, each security if required. Exemplary character. None but reputable firms need reply. Box No. 613, care of "Hongkong Telegraph."

FOR SALE.

FOR SALE.—British registered cruiser yacht SNIPER. Chinese rigged with good motor. Cabin with four bunks, kitchen, pantry, lavatory and quarters for crew, in splendid condition, a bargain. Apply to F. J. Easterbrook, Peninsula Hotel.

FOR SALE.—U.S.A. Combination twin-cylinder 9-86 H.P. in perfect running order. Price \$450 reply Box No. 612, care of "Hongkong Telegraph."

MASSEUR R. SHIMIDZU.
ASSEURS S. HONDA.
ASSEUSE S. KISAKI.
Recommended for many years by Government Civil Hospital, Peak Hospital, etc., and by all the local doctors.

PREMISES TO LET.

OFFICE TO LET.—Des Voeux Road Central comprising spacious general office and two private offices. Apply DENISON RAM & GIBBS, 8A, Des Voeux Road Central.

TO LET.—No. 1, Argyle Street, Homunlin, as from 1st February, 1930, with or without Furniture. Apply to Mrs. Assumpcao, No. 5, Peace Avenue, Homunlin.

TO LET.—Office Rooms, Hongkong and Shanghai Bank Building. Apply to Sang Kee, same Building.

Office (2 Rooms) to be let from 1st January, 1930, in Hongkong Club (Annex). Apply Secretary, Hongkong Club.

FOR SALE.

Offers invited for DESIRABLE RESIDENCE in Peak District (near Motor Road). Furnished or unfurnished. Modern Sanitation. Four Large Rooms with Enclosed Verandahs. Two Bathrooms, Pantry, Drying Room, etc., etc.
Write:—Box No. 564, care of "Hongkong Telegraph."

MASSAGE HALL
MRS. S. UZUNOYE

Expert Masseuse
37, Queen's Road, C., 2nd floor.

MRS. MOTONO
HAND & ELECTRIC
MASSAGE

No. 31B, Top Floor, Wyndham St., Hongkong.

New Advertisements

HONG KONG CRICKET CLUB

TENNIS TOURNAMENT.

Reminder.
ENTRIES CLOSE NEXT.
SATURDAY, 18th January.

DIVIDEND NOTICE.

HONGKONG & SHANGHAI
BANKING CORPORATION.

The Directors of the Hongkong and Shanghai Banking Corporation announce that, subject to audit, the dividend and bonus for the half year ending 31st December, 1929 will be:—

Dividend £3 per share.
Bonus £1 per share.
Add to Silver Reserve Fund \$500,000.
Write off Bank Premises \$750,000.
And carry forward to next year about \$3,400,000.

HONGKONG JOCKEY CLUB.

Annual Race Meeting.
22nd, 24th, 25th, 26th February & 1st March, 1930.

Draft Programmes and Entry Forms are now ready and may be obtained upon application to the Secretary.
Hongkong, 8th January, 1930.

BOY SCOUTS ASSOCIATION.

OPENING OF SAIWAN CAMP.

The Steam Launch "SHUN LEE" will leave Murray Pier for Saiwan Bay at 2 p.m. on Saturday, January 11th. Wolf Cubs, Brownies, and the smaller Scouts and Guides can be accommodated, also a few Officers-in-Charge and friends, provided that the total number does not exceed 130 persons.

Trains run to Shaikwan and back every four minutes during the day, starting at Western Market.

HONGKONG AUTOMOBILE
ASSOCIATION.

Members are notified that Bookings for the Dinner-dance to be held at the Peninsula Hotel on 17th January, is now open at the office in the main entrance of the Hong Kong Hotel, where they may purchase their tickets and reserve seats.

C. P. MARCEL,
Hon. Secretary.

CHURCH NOTICES.

First Sunday After
Epiphany.

LOCAL SERVICES.

St. John's Cathedral, Hong Kong.
January 12th, 1930, First Sunday after Epiphany. Choral Eucharist, 8 a.m. Holy Communion (Peak Church), 8 a.m. Children's Service, 10 a.m. Sunday School at Peak School, 10 a.m. Matins and Sermon, Preacher: Rev. H. V. Koop, Evensong (in the Lady Chapel), 5.30 p.m. Confirmation Service, 6 p.m. Preacher: The Lord Bishop.

The Hongkong Wesleyan Methodist Church, Sunday Services: Morning, 10.15 a.m. Preacher: Rev. J. C. Knight Anstey. Evening, 6 p.m. Preacher: Rev. J. C. Knight Anstey. Sunday School, 3 p.m. Sailors and Soldiers' Home, Sunday, 3 p.m. Men's Bible Class, (Mr. Smith's), Sunday, 8.15 p.m. Service Men's Hour, Wednesday, 8.30 p.m. United Fellowship Meeting.

Union Church, Sunday Schools, Kennedy Road, 10 a.m. Taikoo, 3 p.m. Morning Service, 11 p.m. Hymns, 343, 463, 804, 456, 482. Evening Service, 6 p.m. Hymns, 597, 533, 513, 671.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Services, 11.15 a.m. Subject "Sacrament." The Sunday School is held on Sunday Mornings, at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ Scientist, in Boston, Mass., U.S.A.

CREDIT FONCIER D'EXTREME-ORIENT

Mortgage Bank & Estate Agents.
"PEAK MANSIONS"
Six-roomed and Five-roomed apartment.

Prince Edward Road, Kowloon.
Detached and Semi-detached villas. Modern construction with garage.

"Cambay Buildings"
Flats with modern conveniences.

RIFLE SHOOTING

A meeting of all interested in Rifle Shooting will be held at V. LUNTEER HEADQUARTERS.

on
**Wednesday,
15th January, 1930**
at 5.30 p.m.

for the purpose of reviving
THE HONGKONG RIFLE LEAGUE,
particularly with a view to entering for the Interport Shoot.

BUSINESS:—

Passing of Accounts.
Election of Officers.
Programme for 1930.

B. WYLIE,
(Chairman pro tem.)

January 9th, 1930.

STAR THEATRE

Commencing
THURSDAY, JANUARY 10th.
A. CARPI
presents the

ITALIAN
GRAND OPERA

IN A SERIES OF OPERAS
Thursday, January 10th

LA BOHEME

Friday, January 17th

RIGOLETTO

Saturday, January 18th

MME. BUTTERFLY

Sunday, January 19th

BARBIERE de SIVIGLIA

Monday, January 20th

CAVALLERIA RUSTICANA
and
PAGLIACCI

Tuesday, January 21st

FAUST

Wednesday, January 22nd

CARMEN

Booking at Moutrie's and the Star.
Prices: \$4, \$5, \$2 & \$1.

NOTICE.

The undermentioned cargo has been lying at Messrs. The Hongkong and Kowloon Wharf & Godown Co. Ltd.'s Godowns undelivered and unless delivery is taken on or before 18th January, 1930 consignees and/or others interested in the cargo are hereby notified that same will be sold by Public Auction to defray storage and other charges due.

Bill of Lading	Marks & Nos	Description of cargo	ex s.s.
Antwerp No. 1	Kwangsi Cement Factory Labels	3,600 barrels cement	"Benmohr" 4/6/29

Bill of Lading	Marks & Nos	Description of cargo	ex s.s.
Antwerp No. 14	Kwangsi Cement Factory	342 bales Sheets Galv'd Sheets & Acces. 6 Crates Steel Sheets 19 cases Bolts Nuts & Washers	"Benvrackie" 4/7/29

GIBB, LIVINGSTON & CO., LTD.
Agents: The Ben Line Steamers, Ltd.

Hongkong, 10th January, 1930.

NOTICE

The undermentioned Cargo has been lying at Messrs. Holt's Wharf, Kowloon, undelivered, and unless delivery is taken or claimed on or before 31st January, 1930, Consignees and/or others interested therein are hereby notified that same will be sold by Public Auction to defray storage and other charges due.

Bill of Lading	Mark & Numbers	Description of cargo	ex s.s.
Antwerp No. 1	W Hongkong	10 Cases Window Glass 2 "Plate"	"City of Tokio" arrived 16/2/29
No. 2	"	9 pkgs. Diamond-cut Trucks 4 "Turn Tables"	do
No. 4	K.C.L. Hongkong	White 3240 Pieces Rails, 162 Bundles Fish Plate, 3 Cases Cramps, 24 Bags Bolts	do

THE BANK LINE LIMITED,
Hongkong.

Hongkong, 31st December, 1929.

POST OFFICE NOTICE

RADIO NOTICES.

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P and O Building in Des Voeux Road, next to the General Post Office. Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this. Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed.

The parcel post service to the Province of Kwangsi is resumed and letter mails are again being forwarded by direct steamers. Holders of Wireless Licences are advised that under the Wireless Telegraphy Regulations all such licences expire on December 31st, and that licences for the coming year must be renewed as early as possible during the month of January.

INWARD MAILS.

From	Per	Date
London parcels, 5th Dec. & Straits	Hector	January 11.
Shanghai	Lahore	January 11.
Europe via Negapatam (Letters and Papers, London 12th December 1929)	Talma	January 11.
Manila	Pres. Jackson	January 12.
Amoy	Tientsin	January 12.
Canada (Victoria 21st Dec., 1929)	Emp. of Russia	January 13.
Honolulu, Japan and Shanghai	President Taft	January 13.
U.S.A. (San Francisco 20th Dec., 1929), Honolulu, Japan and Shanghai		
U.S.A. (San Francisco 18th Dec., 1929), Honolulu, Japan and Shanghai		
Shanghai and Swatow	Korea Strait	January 13.
Japan and Shanghai	Linn	January 13.
Swatow	Angers	January 14.
Australia and Manila	Cremor	January 15.
Japan and Shanghai	Kaga Maru	January 16.
Straits	Khiva	January 17.
	Kuruma Maru	January 19.

OUTWARD MAILS.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

For	Per	Date and Time
Fort Bayard	Wing Wo	Sat., Jan. 11, 1 p.m.
Japan and Europe via Siberia	Kilderpore	Sat., Jan. 11, 1.30 p.m.
Salgon	Clara-Jebben	Sat., Jan. 11, 3.30 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa		
Shanghai	Lahore	Sat., Jan. 11, 5 p.m.
Manila	Taiyuan	Sat., Jan. 11, 5 p.m.
Swatow, Amoy and Formosa	Pres. Polk	Sat., Jan. 11, 5 p.m.
Hohow and Bangkok	Hozan Maru	Sun., Jan. 12, 9 a.m.
Shanghai and Dairen	Chinhua	Sun., Jan. 12, 9 a.m.
Swatow	Hector	Mon., Jan. 13, 10.30 a.m.
Manila	Hydrangea	Mon., Jan. 13, 2.30 p.m.
	Empress of Russia	
Swatow and Amoy		Mon., Jan. 13, 3.30 p.m.
Japan, Honolulu, U.S.A., Canada, Central and South America and Europe via San Francisco	Antung	Mon., Jan. 13, 3.30 p.m.

For	Per	Date and Time
Shanghai and Japan	Pres. Jackson	Mon., Jan. 13.
Shanghai and Europe via Siberia	Parcels	Mon., Jan. 13, 3 p.m.
	Registration	Mon., Jan. 13, 4.15 p.m.
	Letters	Mon., Jan. 13, 5 p.m.
	(Due San Francisco 5th February)	
	Mishima Maru	Mon., Jan. 13, 5 p.m.
	Pres. Jackson	Mon., Jan. 13.
	Registration	Mon., Jan. 13, 5 p.m.
	Letters	Mon., Jan. 13, 6 p.m.

For	Per	Date and Time
Fort Bayard, Hohow, Pakhoi and Haiphong	Tonkin	Tues., Jan. 14, 1.30 p.m.
Manila, Australia and New Zealand via Thursday Island	Taipei	Tues., Jan. 14.
	Parcels	Mon., 13th, 5 p.m.
	Reg.	Tues., 14th, 9.45 a.m.
	Letters	Tues., 14th, 10.30 a.m.
	(Due Thursday Island 25th Jan.)	
Java via Manila and Soerabaya	Tientsin	Tues., Jan. 14, 10 a.m.
Hohow	Kwai Yang Tuen	Jan. 14, 12.40 p.m.
Swatow, Amoy and Foochow	Haiyang	Tues., Jan. 14, 1 p.m.
Salgon, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and Europe via Marseilles	Angers	Tues., Jan. 14.

FOX MOVIE TONE NEWS

See the Queen of Warships in action
Hear the Muezzin's call to prayer.

Hear the Melody singers render

"Deep River"
"Carry Me Back to Old Virginia"
"We'll Cry All Over God's Heaven"

ENTIRELY IN COLOUR AND SOUND!

—A tale of a thousand years ago!

THE WIKING



With
PAULINE STARKE
DONALD CRISP
LEROY MASON
AT THE

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QUEEN'S TO-MORROW ONLY

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At 2.30, 5.10, 7.15 & 9.20.

Special Values in

Gent's Raincoats

AT OUR
CLOSING-UP SALE.

PRICES FROM \$6.50
A LOT OF ODD SIZES AT
HALF PRICE.

YEE SANG FAT.

THE TIME FOR BLANKETS

HERE, BUT WHAT SHALL BE DONE FOR THOSE WHO CANNOT AFFORD THEM?

Members of the Committee attend at the Society's Room, City Hall, every Monday and Thursday, at 10.30 to receive Gifts of Blankets, part-worn clothing, etc.

HONGKONG BENEVOLENT SOCIETY
(Est. 1889)

Sales and Service on
Building Materials and
Sanitary appliances

Prices Competitive

ENQUIRIES SOLICITED

GAY KEE

David House, Des Voeux Road, Central.

GORDON'S-SHOE SALE

Commences on MONDAY,
Jan. 13th.

A FEW LINES OF
EVENING SHOES
AT HALF PRICE.

SPECIAL CLEARING LINES
AT 25% DISCOUNT.

ALL REGULAR STOCK
AT 20% DISCOUNT.

LATEST ARRIVALS
AT 15% DISCOUNT.

ALL CHILDREN'S SHOES
AT 20% DISCOUNT.

And Now for New Year

BUY

**LA PRUEBA
CIGARS**

AND

Entertain Your Friends
With a Real Good

"MANILA"

The Sincere Co., Ltd.

SOLE DISTRIBUTORS

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The Hongkong Telegraph
carry your advertising message
into the Homes of Hongkong
and South China.

ADDRESS ENQUIRIES TO THE MANAGER—
1-3, WYNDHAM STREET—HONGKONG.

TELEPHONE C. 1.....CABLES—TELEGRAPH, HONGKONG.

**OIL STEAMER BLOWN
UP IN HARBOUR.**

TRAPPED CREW LEAP FOR
LIFE.

London, Nov. 26.

The oil-tank steamer British Chemist blew up last night in Grangemouth Harbour—on the Firth of Forth, west of Edinburgh—shaking the whole town. There were three explosions, and then the vessel burst into flames. The shock was felt at Falkirk, three miles away.

The vessel arrived from Abadan, in the Persian Gulf, on Sunday with 10,000 tons of crude oil, which was being discharged when the explosions took place.

George Winter and George Brew, both members of the crew, were taken to the infirmary seriously injured.

Flames rose to a great height and sent out a lurid light into the sky, visible for miles around, on both sides of the Forth.

Widespread Shock.

Fire engines were rushed to the scene from Falkirk, Bo'ness, and from as far away as Glasgow. Within about two hours the fire was overcome.

A watchman, told a Daily Chronicle representative that the last of the explosions was like a broadside from a battleship.

The shock of the explosions shook Grangemouth, and was heard at Falkirk, Bo'ness and Linlithgow.

Fortunately the ship was berthed in an isolated position, at the extreme end of the dock, so that there was little likelihood of the fire spreading to other shipping.

Crew Jump Into Water.

An official of the Grangemouth Docks said last night:

"At about 8.15 I heard three very loud explosions which shook my office and made all the windows rattle.

"I rushed out and saw a red glow in the sky, and found the oil tanker on fire, blazing furiously.

"Most of the crew were on shore, but six men were trapped on board by the flames. I saw them standing on the bridge and then, finding other means of escape impossible, they took their lives in their hands and leapt into the water.

"It was a desperate chance, but it came off, for they were all saved though two of them were badly burned.

"Four fire engines were rushed to the scene, but it was nearly two hours before they could get the flames under control."

The British Chemist is a London steamer of 6,997 tons, built at Newcastle in 1925, and owned by the British Tanker Co.

**WHO REALLY OWNS
ANTARCTICA?**

AMERICAN REPLY TO
BRITISH CLAIM.

New York, Nov. 29.

The United States Government, after considering the matter for a year, has replied to the Note from the British Government, dated November 17, 1928, with respect to the question of the sovereignty in the Antarctic region, which was raised in connexion with Byrd's expedition.

The British Note mentioned that the Governments of various Dominions of the Empire had noted that the American expedition, under Commander Byrd, had started on a voyage of scientific search in the Antarctic regions and had watched the progress of the expedition with special interest because of the concern which they themselves had in the areas where it was understood Commander Byrd would conduct most of his research.

America's Claim.

The American Note, sent dated the 15th inst., does not accept the British suggestion that Great Britain has a prior claim on large portions of the vast Antarctic, but leaves the issue open for further discussion. Regret is expressed for the unintentional oversight in failing to reply earlier, and thanks are extended for the offer of assistance for the Byrd expedition.

It is understood in Washington that the American Government believes it has a substantial basis for claiming sovereignty over much of the Antarctic area, but that no such claim has yet been advanced in a formal way.

Another consideration accounting for the course of the State Department leaving the question open is the desire to avoid any controversy with the British Government at a time when the armament conference is so near at hand.

[The British Note of a year ago implied that Britain claimed sovereignty over virtually the whole of the 5,000,000 square miles of the Antarctic. It mentioned a proclamation of 1926—made by the British Government at the suggestion of Australia—which held that "the British title already exists by virtue of the discovery" of the following areas:—

1. Outlying parts of coast and land, namely, a portion not comprised with the Falkland Island dependencies.
2. Enderby Land.
3. Kemp Land.
4. Queen Mary Land.
5. Area which lies west of Adele Land, and which, on its discovery by the Australian Antarctic Expedition of 1912, was named Wilkes Land.
6. King George V. Land.
7. Oates Land.]

**DOES AWAY WITH DRUGGY
COUGH-MIXTURES.**

A NOVEL BREATHEABLE
TABLET.

With the discovery of the new Peps "breatheable tablet," throat and bronchial ailments are now successfully treated direct instead of through the stomach with liquid mixtures. Druggy cough medicines are as out of date as they are depressing and dangerous. Apart from being swallowed into the stomach (which has no direct connection with the lungs), every dose varies in strength owing to the heavy drugs sinking to the bottom of the bottle.

These new breatheable tablets known as Peps present this new direct treatment in combination with freedom from druggy drugs, uniform strength, and wonderful handiness. A few silver-wrapped Peps can be carried loose in the pocket for immediate use when any cough or throat irritation occurs, or upon contact with persons suffering from colds or influenza, in bazaar, public meeting place or conveyance. Being in solid form, Peps always ensure the same strength of dose, which is a most important point with chest and lung medicines.

Peps are unequalled as a cure and preventive for coughs, colds, sore throat, laryngitis, bronchitis, night cough, chills, bronchial asthma, influenza, catarrh and all chest and lung weaknesses. Dispensaries and medicine dealers sell Peps in handy sealed bottles. Full directions and handy little corkcaw enclosed in every package.

SEAMEN'S TEST CASE.

ENTITLED TO WAGES FOR
TWO MONTHS AFTER WRECK.

A test action on the question whether, under a section of the Merchant Shipping Act of 1925, a seaman whose ship had been wrecked was entitled to two months' wages from the date of the shipwreck if he could not obtain employment elsewhere, has been decided in favour of seamen, in the Admiralty Court, by the President, Lord Merivale.

Mr. John Murray, quartermaster and seaman of the Ellerman liner Croxteth Hall, and Joseph Comerford, a greaser working in the Celtic, were the plaintiffs. Both ships had been wrecked, and the men claimed two months' wages.

Mr. C. R. Dunlop, K.C., representing both the shipping companies, contended that the Act gave the seaman indemnity only from the day of the wreck to the time when his agreement would have expired in the ordinary course of events.

Lord Merivale found in favour of the two men, and judgment was entered in their favour, with costs. Leave to appeal was given, a stay being granted for 14 days.

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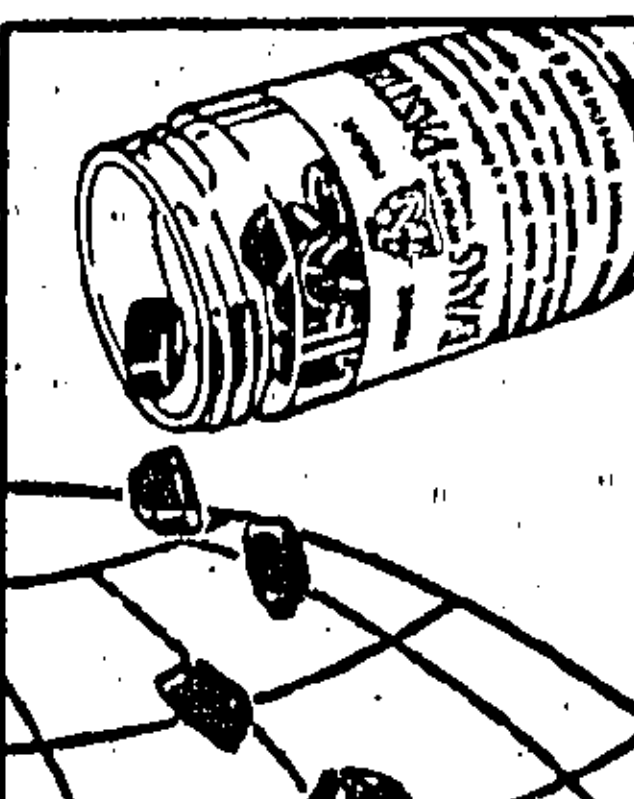


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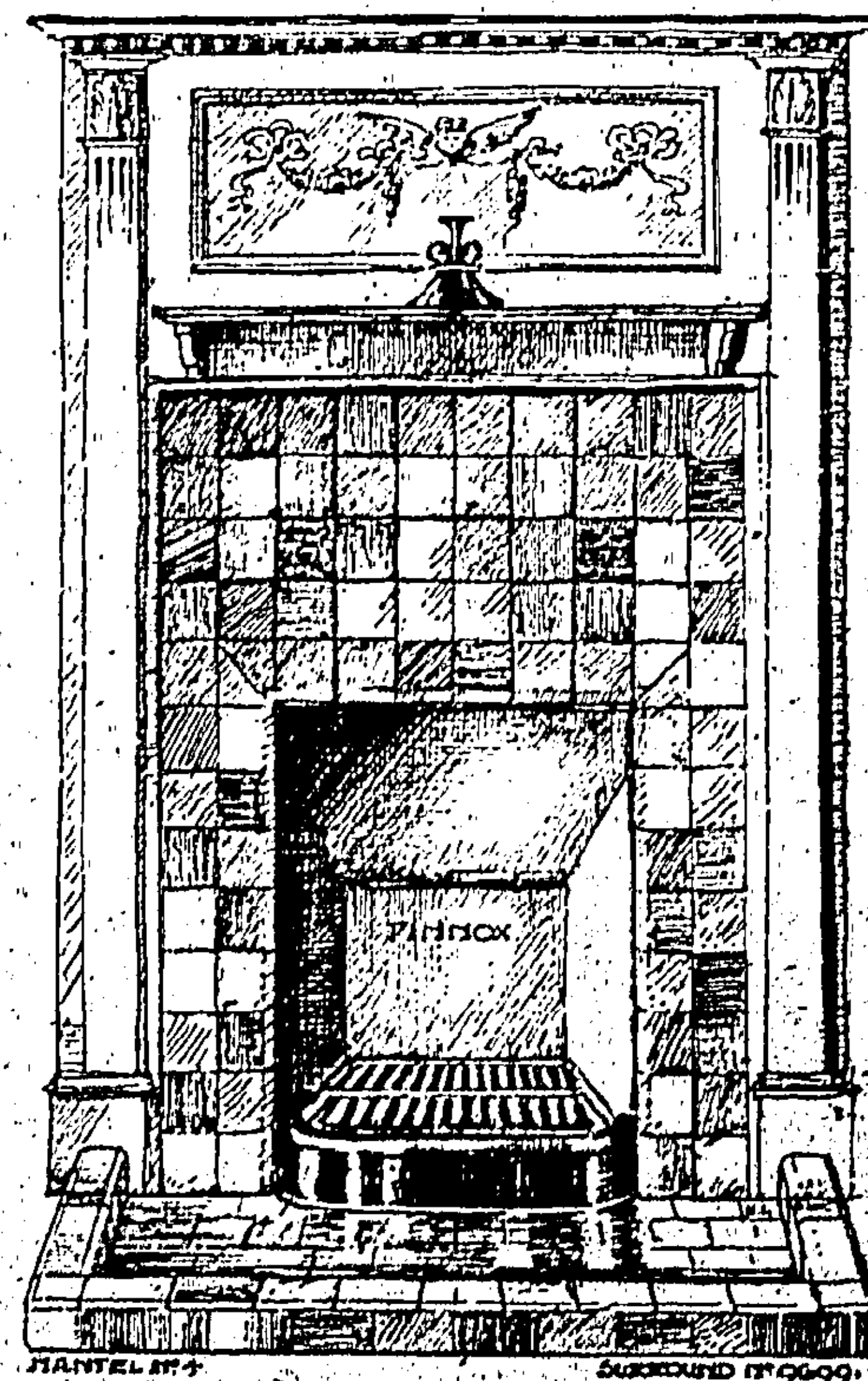
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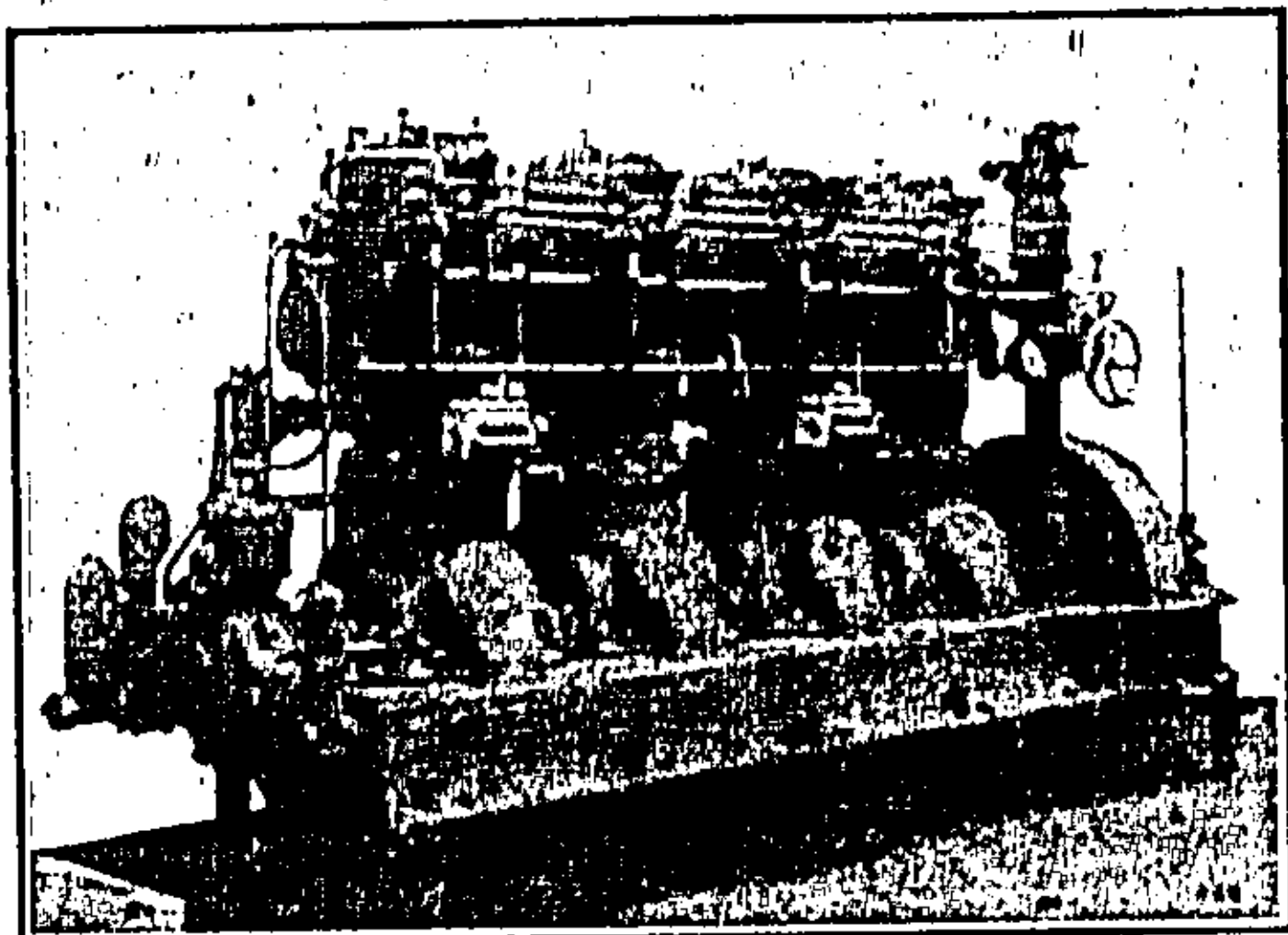
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AMAZING PROGRESS!

Since the Gardner Marine Heavy Oil Engines of the Cold-Starting type were established, a little over twelve months ago, orders have been received for them totalling over 12,000 B.H.P.

In August, orders were placed for TEN GARDNER marine heavy-oil engines of the cold-starting type, each of 300 B.H.P. Six of these will be installed in Twin Screw Gunboats for the Colombian Government.

NEW FORESTS RISING IN BRITAIN.

TIMBER FROM NEARLY
TWO MILLION ACRES.

An afforestation scheme that will involve the expenditure of £20,000,000 and the planting with timber of over a million and three-quarter acres of land has been announced by the Forestry Commission.

The programme will extend over 50 years, and plans have now been completed for the work to be carried out in the second decade of this period.

When the Forestry Commission was established ten years ago, £3,500,000 was allowed for the first decade. During that period, which ended this year, 150 forest units—87 in England and Wales and 63 in Scotland—have been established.

Soft and Hard Woods.
“These units,” said an official, “vary from 500 acres to 20,000 acres, and they are either bought or used for 999 years. The forests are mainly soft woods, of which 50 per cent. are Scots pine, 25 per cent. Norway and Sitka spruce, and 25 per cent. European and Jap larch. The balance is Douglas fir and hard woods.”

“We can reckon on using 10 men per 100 acres, and on a 1,000-acre unit we work one-tenth part a year. Some of the bigger forests under our control are:

East Anglian reserve, with its centre at Brandon, about 20,000 acres;

Glenbranter, in Scotland (once owned by Mr. Harry Lauder), about 6,000 acres.

Allerton, in Yorkshire, and The Mortimer Forest, in Herefordshire.

“When the present Government took over, the previous estimates were put up to £20,000,000 which will enable us to plant 353,000 acres in ten years, and to create 1,500 additional forest workers’ holdings.”

The following figures were given as to the work done and in prospect:

Planted last year, 23,000 acres. To be planted this season, 25,000 acres.

Total land acquired by the Commission 500,000 acres.

Area plantable, 367,000 acres. Planted since 1920, 140,000 acres.

By local authorities and privately, 70,000 acres.

“The programme,” the official went on, “will increase until by the last of the next ten years we shall be planting over 40,000 acres.

Derelict Land.
“As to the land, it is mostly land abandoned by agriculturists, derelict woodlands or heath land. It includes former Crown woods, which were transferred to the Commission in 1924. Their area is about 150,000 acres, of which 60,000 acres carry timber or are under forestal treatment. We have two schools—one in England and the other in Scotland—where the forest rangers are trained.

“Of the taxpayers’ money which is spent, no less than 9-10ths goes in providing wages to men on the land; the remainder is divided among important industries. One of these—the barbed wire industry—

LINDBERGH FLIES OVER LOST CITIES.

MAYA RUINS SEEN FROM
THE AIR.

An amazing air tour made by Colonel Lindbergh and his wife above the uninhabited regions of Central America is described in the bulletin of the Carnegie Institution of Washington.

The object of the expedition, which Colonel Lindbergh accompanied, was to test the value of the aeroplane as an agency for exploration in tropical countries, and to find out whether the Maya country could be located from the air.

While Europe was still in the Dark Ages, cities were built and occupied in Maya, but hitherto archaeologists

have been so buried in the welter of forest that it has been impossible to gain a comprehensive understanding of this territory, once occupied by America’s great native civilisation.

Over Ancient Ruins.
Dr. A. V. Kidder, of the Carnegie Institution, was one of the party, and he states:

“During the flights everyone was constantly busy: Colonel Lindbergh, with map on knees, kept track of courses, wind-drift, and estimated distances to and between objects sighted.

“Mrs. Lindbergh, whose eyes are very keen, watched the bush like a hawk and took photographs.

“The greatest thrills of our five days’ flying came, of course, with the finding of groups of Maya ruins, indicating the presence of ancient cities.”

“Although we believe it probable that four of these are new to archaeologists, and that possibly two others, also, have never been visited, nevertheless, we cannot be quite certain until maps and literature have been checked.”

Impregnable Jungle.
On their way south the party flew over the northern tributaries of the Pasion River. Dr. Kidder comments:

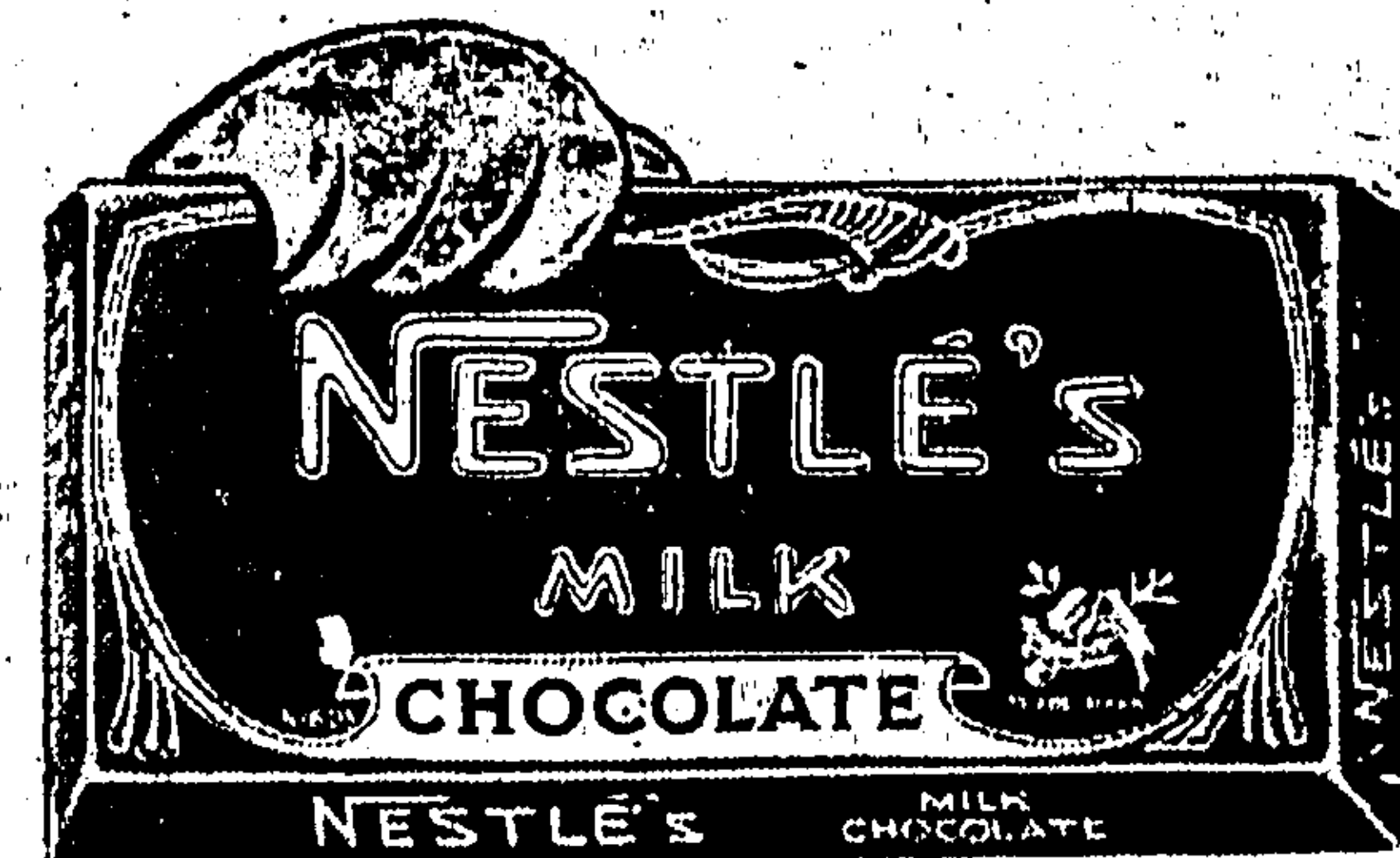
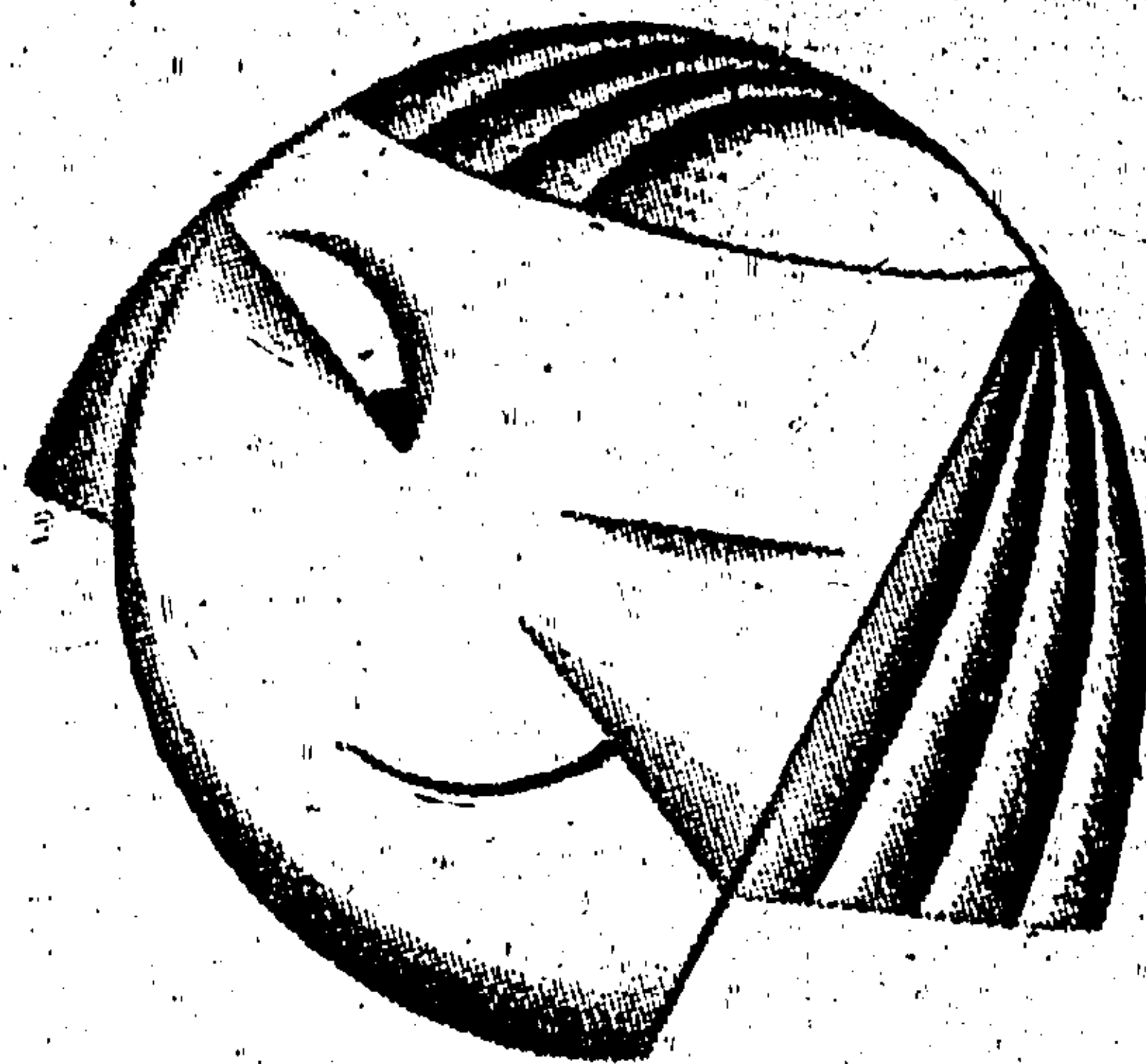
“These streams traverse a terrible and (to fly over) a most terrifying country, a confused welter of gorges and limestone pinnacles, smothered in a jungle almost hopeless to penetrate.

“I think no one of us failed to give a sigh of relief when we soared over an outlying spur of the Cookcomb Mountains, dodged between two rain squalls, and saw to the eastward the silver shine of the sea.”

This is the first aerial survey made of the Maya region of Central America.

has immensely benefited and increased plant has been called for.

“Over £100,000 worth of produce was sold from forest lands last year. In 20 years we shall be selling what we have actually grown from seed and on the authority of Sir Francis Acland we shall be a self-supporting industry at the end of 40 years.”



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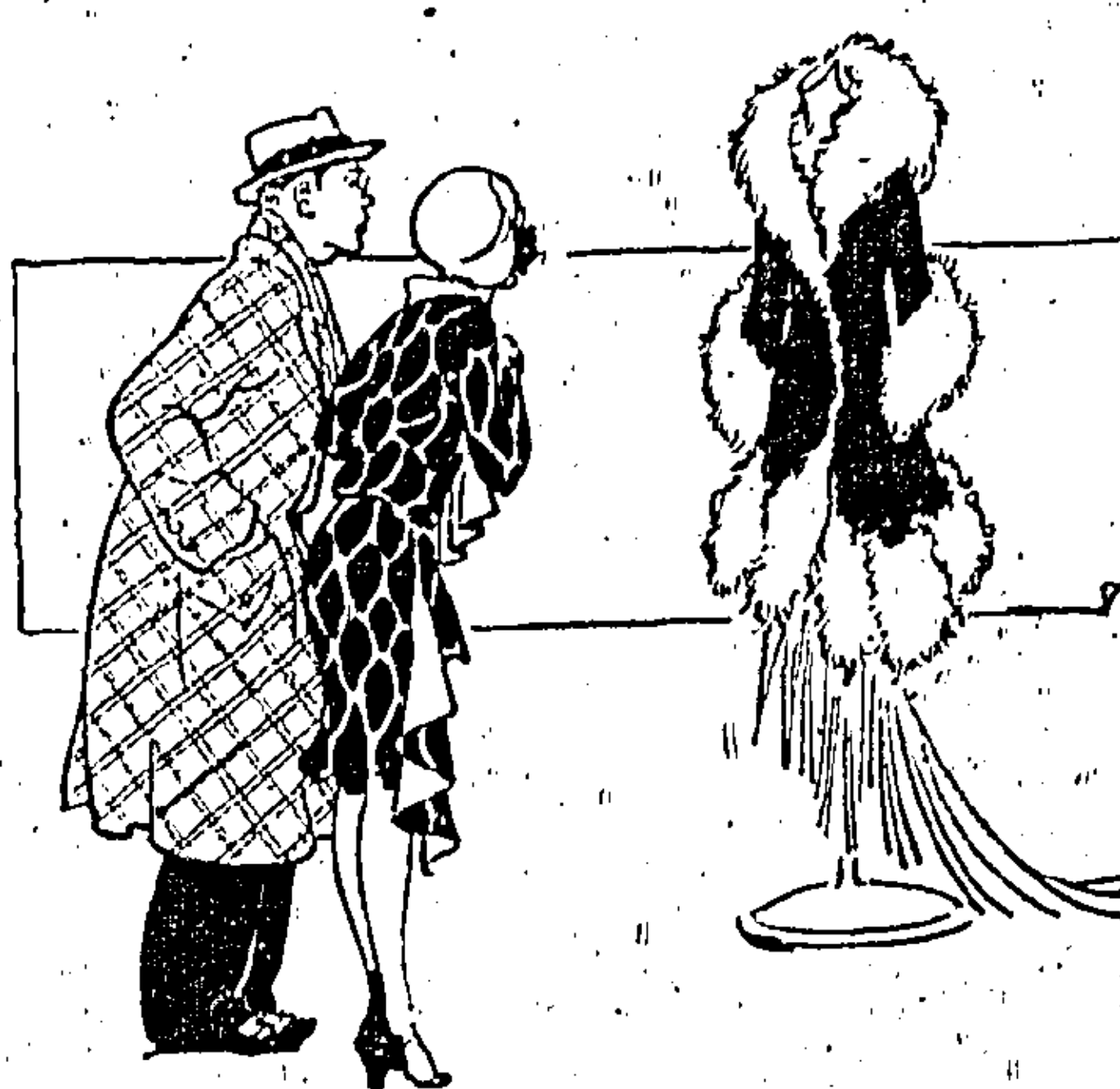
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WOMAN'S WORLD

FOR OUR LADY READERS.

Some Practical Winter Ensembles.



Patou makes the diagonal stripe effect important in the winter sports mode. The new style sweater shown at the left, made on the lines of a Russian blouse, has diagonal stripes in green and black on a white background. The cap is of broadtail. At the right is a winter sports suit of black whipcord with the popular stripe effect in the scarf and sweater. Broadtail fashions this cap, too.

Paris.—There is a general and quite important trend to be noted this year in the styles set aside for winter sports wear. While the general theme remains unchanged, women have at last realized that decoration cannot be indulged in to the detriment of such practical qualities as these clothes must present.

Now that women know that a winter sports ensemble has to be built on a certain basic principle, I am only too ready to introduce a note of fantasy in their composition. The "enlote norvegienne" or ankle-length trousers and loose-fitting jackets are by far the most practical of garments. The touch of colour or fantasy can be amply provided for in the decoration of the sweater as well as in the cap, scarf and other accessories.

For Free Movement.

Absolute freedom of movement is necessary in the winter sports suit. Some women protest against the width of the trousers I show, but they must remember that it

is far preferable to wear rather too baggy trousers than run the risk of looking ridiculous in tight breeches that are likely to hamper the most elementary movements while skiing or tobogganing.

It is an error to think that these sports suits must be of very heavy material to be warm. A light fabric is always preferable, provided, of course, it is snow-proof.

For the sweater, I prefer, rather than the turtle-neck, the high, snug-fitting collar that can be unfastened. A few minutes' exercise in the snow are sufficient to make one very warm, and it is far more agreeable to be able to unfasten a collar than have to suffer discomfort in a close-fitting one.

The jacket, which forms an integral part of the ensemble, either buttons on the side or in front. It is usually worn open, however, for further comfort as well as freedom of movement.

Any colour is good in a sweater, provided it never borders on the eccentric. This year I have used a great deal of diagonal stripes

in sweaters as well as in my new Russian blouses. Green combined with white or black, black and white or black, orange and yellow stripes look extremely effective with a black suit. I rather favour black and navy blue for the suit proper, but any other dark colour can be worn if preferred. Green is good—so is a certain Bordeaux red—but they must always be a sombre shade. I use whipcord exclusively for all these sports ensembles.

The choice of suitable headgear is somewhat of a problem. For the skiing enthusiast, I think there is nothing more appropriate or affording more protection than the Norwegian cap. This is invariably made of the same whipcord as the suit. For the woman who wishes to be suitably dressed in a winter sports "decor," I have created caps made of broadtail that are very becoming and attractive. These appeared as a pleasing change from the woollen cap, but the latter can look very smart when worn by the right type of woman.—JEAN PATOU.

Manicure Notions

HOW TO IMPROVE THE NAILS.

One of the new coloured varnishes is of a blood-red shade, and the other of pale bluish tints that give the effect of mother-of-pearl when applied to the nails. The bright red has, so far, only been used for evening occasions, and although the mother-of-pearl could be used with perfect taste for the daytime it should never be applied to any but the most beautiful fingers. For a striking varnish attracts too much attention to the nails to be used by those whose hands are not perfect.

When the Nails Are Brittle. Varnish should never be applied to nails that have the slightest tendency towards brittleness. For them a paste polish is in-

initely better, when too pale a deep red paste can be used, which will give a slight tinge to them, and they should be smeared with a little vaseline, mixed with an equal quantity of olive oil, every night and morning. Brittle nails are generally due to gout in the system, and all acid-producing foods should be avoided.

How to Cut the Nails.

Brittle nails should always be kept quite short, and it is always better to file than to cut them. Pointed nails are no longer worn by the well-groomed woman, but when the fingers are too short and broad for beauty they can be made to appear longer and slimmer if the nails are allowed to grow rather longer than usual and are trimmed slightly pointed.

The woman who does not manicure her nails nowadays would be hard to find, but there are still a good many who do not realize that the cuticle at the base of the

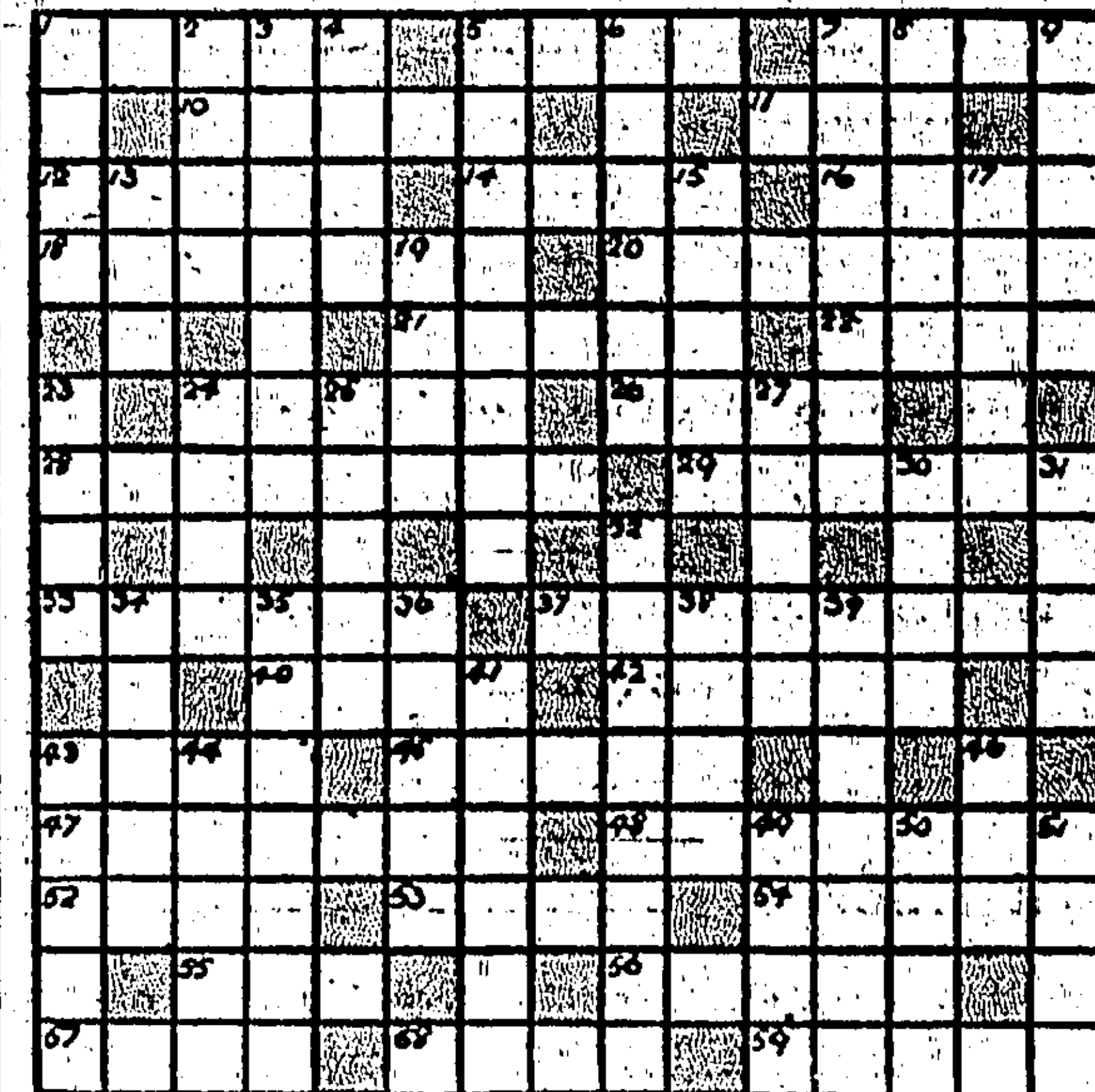
nails should never be cut. Cutting causes hang nails, which are not only painful and unsightly but very hard to cure. Use a good cuticle remover, regularly and there will never be any trouble with hang-nails. Should any have appeared through cutting the cuticle or any other injury to the skin around the nails, apply some cuticle cream twice daily till a cure has been effected.

Stains on the Nails.

Stains on the nails from nicotine or other causes can generally be removed by rubbing with a little lemon juice and should there be stains beneath them, soak the tips of the fingers in a mixture of warm water and cloudy ammonia, a few drops of the ammonia to a saucer of warm water.

This is a better plan than scrubbing with the nail-brush, which is apt to widen the space between the finger and the nail and make it liable to "soll" quickly.

OUR NEW BRITISH CROSSWORDS.



Across
1 Proverb.
6 Song.
7 Fleet of logs.
10 Let.
11 Place to rest.
12 Sums lent.
14 Semicircular projection.
16 Sometimes called a rat.
18 Oriental.
20 One who sneers.
21 Vegetable.
22 Quantity of paper.
24 Form of interlacing.
26 Govern.
28 Olden.
29 Disinfectant.
33 Fruits.
37 Without the franchise.
40 Prepare for publication.
42 Tapestry.
43 Compass point.
45 Move to music.
47 Disperse.
48 Things that heat.
52 Grief.
53 Growth in the eye.
54 Gay.
55 Perched.
56 Falls in drops.
57 Go by.
58 Goes astray.
59 Active power.

Down
9 Unit of heat.
13 Propels a boat.
15 Weariness.
17 Acquire knowledge.
19 Wander.
23 Table-land.
24 Fold together.
25 Directed toward.
27 Swain.
30 Freezes.
31 Stubble of grain.
32 Stealers of game.
34 Tranquillity.
35 Written messages.
36 Margins.
38 Has woolly trunk.
39 Enduring.
41 Vixen.
43 Impede by one's own act.
44 Tracts of sandy land.
46 Kind of vase.
49 Tune.
50 Facility.
51 Young bullock.

Yesterday's Solution.

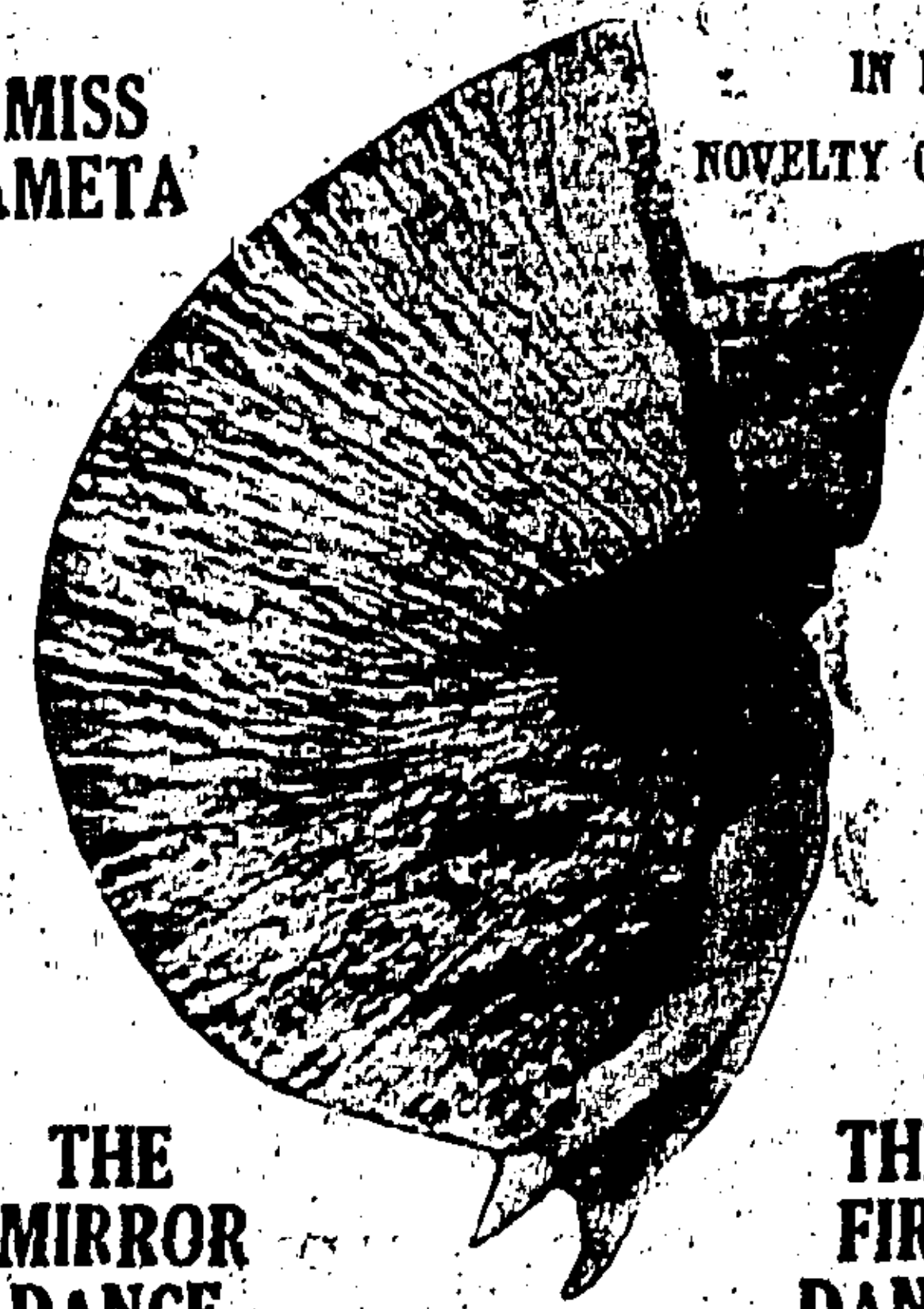
J BLAZE AZURE
AXIOM VIM POKER
W TRIBE GROSS A
STEAD ROE NASTY
I T HYDRA R O
ALLEG E BUYERS
LEA LAWSUIT ARE
I BRAVE SETTS V
ARE REALISE PRE
SOLVE VAN RESIN
T A SERGE S V
GARNIT D LATTER
A IDLE C AREA E
DEBATE R TIERCE
S SLEPT BEAMS M

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NOVELTY OFFERINGS



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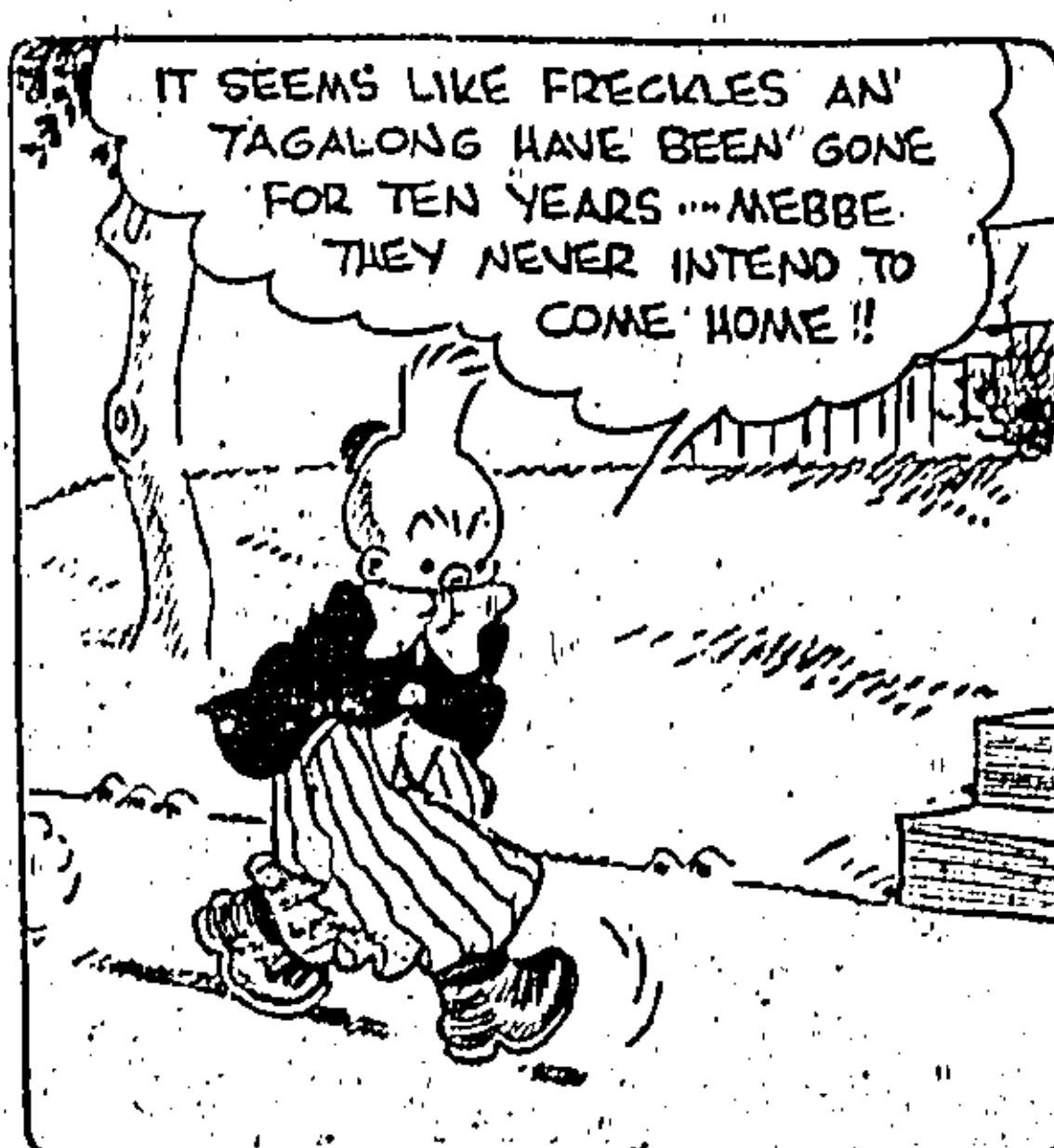
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PASTILLES**for
Relaxed & Sore Throat, 50 cents per tin.**WATSON'S EU-PINE INHALANT**for
Cold in the head &c., 50 cents per bottle.**A. S. WATSON & CO., LTD.**
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Thoughts of youB-3202 Oh Maggie, what have you been up to?
I've got a man.Also a number of other interesting
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Peter Dawson
Wish WynneReginald Foort
Arthur Meale
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FRIGIDAIRE**THERE ARE DOMESTIC
MODELS OF FROM FOUR
TO EIGHTEEN CUBIC FEET
STORAGE CAPACITY.**OVER
1,000,000
IN USE THROUGHOUT
THE WORLD.**
DODWELL & Co., Ltd.Sole Distributors
HONG KONG & SHANGHAI**ACKNOWLEDGMENT.**Mr. and Mrs. Frank Austin desire
to express their great appreciation
of the kindness and sympathy
shown to them in their recent
bereavement.**The
Hongkong Telegraph.**

SATURDAY JANUARY 11, 1936

**HONGKONG AND CHINA
CURRENCY.**

In any serious consideration of the currency problem, it is essential that due weight and importance be given to the position of this Colony vis-a-vis China. However much the theorists may differ on other aspects of an admittedly complicated question, there will be general agreement on the point that if both China and Hongkong were to adopt a gold basis, the problem would automatically solve itself. Where there is room for some diversity of opinion is whether Hongkong can act independently of China, or whether for currency purposes we must not be regarded as part and parcel of the country with which we do the greater bulk of our business. The opinion has been expressed by one business man with whom we have talked the matter over that if the gold basis is to be adopted, the lead must necessarily come from China. A consideration of the issues involved would appear to lend support to that view. The question arises, however, whether China can afford to make the change-over, and, what is of equal importance, when, if so, she is likely to do so.

From the message coming through from Nanking a couple of days ago, it might almost be inferred that there was a disposition in Chinese Government circles to discard the tael and go on to a dollar basis as a temporary measure, pending eventual adoption of a gold standard. If, however, that implies a continuation of the policy of pinning the currency to silver, we cannot see that it is likely to have any beneficial effects, since the vagaries of silver would still have to be contended with. The question, as far as China is concerned, is necessarily wrapped up with the centralisation of finance, and this in turn has innumerable facets. It would be interesting, for example, to know to what extent China's note issue today is backed by silver reserves, and if a gold standard were decided upon, just what amount of gold would be essential to take the place of the silver. It then becomes a query whether the country is in a

position to purchase the gold required. On the general question, there can be little room for argument that the day of the white metal as a backing for currency has gone. Shanghai alone houses something like 1,000,000,000 worth of the metal, and it seems reasonable to suggest that from the point of view of the world's productivity of silver and the stocks indicated that the metal could never have been worth 2s. 6d. per ounce. The quantity produced as a by-product negatives any argument to the contrary. As one business man has put it, the tael, for some considerable time has not been currency in the generally accepted sense that a shilling is currency, being the denomination of a coin which has gold as its foundation. It has merely become a token, of no other value than its own intrinsic worth, which has been entirely dependent upon the market value of silver, which, in its turn, has been inflated out of all proportion to its commercial value as governed by available supplies. No argument is needed to stress the rottenness of any currency having such a foundation.

Whether China can at the moment go onto gold or not, it seems inevitable that she must sooner or later take the step, and in this connection the example of India, would seem to show that the task is not insuperable, provided it is accompanied by real financial reforms. What, however, is Hongkong's position in the meantime? It we must wait for China before adopting a gold basis, would it not be possible in the meantime in large measure to cut out the baneful influence of silver by reverting to the note basis? This would, of course, give the dollar a fictitious value, but, so far from that being a disadvantage, it would seem to be what is needed. The process to be employed would be precisely that which was utilised to keep the dollar so far above parity some three or four months ago. It might be argued that the two shilling figure was too high; maybe it was. But it would be the business of our banking and commercial men to settle on a rate best suited to the Colony's needs. At the best, such a scheme would be only ameliorative, but it does seem to offer one method of tiding over a difficult period.

The Unemployment Problem.

Writing before the nature of the new proposals for handling the unemployment problem is known, we cannot help the thought that it is about time something really constructive was done to find work for the unemployed. Their number has now risen to over a million and a half, and though the Government may fall back upon the position that the heavy increase since the termination of the Christmas trade conform to seasonal fluctuation, the fact gives ground for nothing but dissatisfaction. Mr. Thomas has worked hard, undoubtedly, but up to the present he has been content to tinker with little things, and all his figures of work found have been lost in the growing figures of unemployment. Seasonal fluctuation is no real excuse. Mr. Thomas was specially delegated to his task in order that the influences of the seasons should not be so devastating. It is useless to give financial assistance to public works which probably would have been carried out in any case. Something like a great national drive, something on the lines of the tremendous combination of forces employed by the Ministry of Munitions during the war, is absolutely necessary. If the country is capable of organising so brilliantly for war, surely it is capable of organising capably for peace. It now appears that Mr. Thomas has something up his sleeve, that it has been lurking there for some little time. We learn from the *Manchester Guardian* that it originated with the Prime Minister's general economic council, that it contemplates a number of sub-committees, each with its special function, associated with Parliament and the Administration by means of a Central Com-

DAY BY DAY.

ALL MEN MAY GIVE SOME TINY PUSH OR OTHER, AND FEEL THAT THEY ARE DOING SOMETHING FOR MANKIND.—John Richard Green.

It is notified that Mr. M. J. Breen has resumed duty as Postmaster General.

Lieutenant-Colonel Frederick Eaves, D.S.O., has resumed duties as Assistant Land Officer and Deputy Registrar of Marriages.

A bankruptcy notification states that a first dividend of \$15 per cent, has been declared in the case of the Wat Lee firm, flour dealers.

His Honour the Chief Justice has ordered that the next Criminal Sessions shall be held on Monday, 20th inst., at 10 o'clock in the forenoon.

His Excellency the Governor has appointed Mr. William Sprague to be an Assistant Government Marine Surveyor (Ship Surveyor), Harbour Department.

His Excellency the Governor has appointed Colonel R. B. Skinner, O.B.E., and Mr. E. M. Moon, M.I.C.E., to be Members of the Authorised Architects' Committee.

There has been added to the list of medical practitioners the name of Dr. Kwok Ying-kong, Bachelor of Medicine and Bachelor of Surgery of the University of Hongkong.

During last year, under the Sale of Food and Drugs Ordinance, 256 samples were analysed in the Colony. Of these all excepting one of fresh milk and one of flour were genuine.

A Paper Hunt is advertised to take place to-morrow (Sunday, January 12). The Meet will be at Sousa Bungalow at 11.30 a.m. This Hunt is being arranged by the Fanning Hunt and Race Club.

It is notified that, at the expiration of three months the Graeco Egyptian Tobacco Store, Limited will, unless cause is shown to the contrary, be struck off the register and the Company will be dissolved.

The *Gazette* contains the names of over thirty additional Chinese authorised to perform vaccinations. They are members of the Y. M. C. A., Victoria Nursing and King's College Division of the Ambulance Brigade.

Weather returns for December issued by the Royal Observatory show that there was a variation of more than 30 degrees in the temperature during December. The highest was 78.1 and the lowest 44.4, the average mean being 64.7. There were 143 hours of sunshine and 0.42-inch of rain, whilst the average humidity was 78.

It is notified that information has been received from the Consul General for the United States of America at Hongkong, to the effect that from the 23rd December, 1929, inclusive, all cabin and steerage passengers entering Philippine ports on vessels from Hongkong will be required to be vaccinated against smallpox before arrival in the Philippines and to present to the quarantine authorities at the port of entry satisfactory evidence of vaccination within one year.

The Health Bulletin of Eastern Ports for the week ending January 4 shows the following cases of infectious diseases: Plague, Tamarive 3 cases, 3 deaths; Basrah 1 case; Rangoon 1 death; Colombo 1 case, 1 death; Calcutta 15 cases, 9 deaths; Rangoon 3 cases, 2 deaths; Bangkok 3 cases, Small-pox, Berbera 1 death; Bagdad 5 cases, 3 deaths; Bombay 25 cases, 15 deaths; Calcutta 29 cases, 24 deaths; Cochinchina 51 cases, 3 deaths; Madras 10 cases, 2 deaths; Moumein 8 cases, 4 deaths; Vizagapatam 1 case; Pondicherry 2 cases, 2 deaths; Batavia 2 cases, 2 deaths; Bangkok 1 case; Saigon 2 cases, 2 deaths and Karachi 8 cases, 3 deaths.

mittee composed of members of the cabinet. The backing of the banks is the necessary guarantee for its success, and Mr. Thomas's speech in Manchester will probably enlighten the public on the extent of the support commanded. We recognise the immense difficulties of Mr. Thomas's task and we wish him well. If he is ready to take large views, we have no doubt of his ultimate triumph.

GILBERT AND SULLIVAN.

Or Sullivan and Gilbert?

In the Strand at the moment there can be found, almost side by side, a light opera written nearly 50 years ago and one of the latest "talking, singing, dancing" films, "all in natural colour." Perhaps the significance of this proximity of the old and the new often escapes the notice even of those who may have visited both entertainments. But somehow it set the present writer wondering what would result in music if—as so often happens in architecture—one structure or work had to vanish before another could appear. Suppose for a moment that a Beethoven symphony had to be scrapped in order to make room for something more up-to-date—say the Schenberg Serenade.

Such an appetizing red herring must be abandoned, however, in face of the surprising fact that a series of venerable light operas is now successfully defying not only time and fashion but the competition of talkies, revues, and all other examples of its own species, past or present. The box-office of the Savoy Theatre must be one of the most contented in London.

It is more than 20 years since the operas of Gilbert and Sullivan were given in their former home. In fact they have outlived two Savoy Theatres. The third, built within the old walls, has just reopened with a performance of "The Gondoliers" before an audience of which it could truly be said: "When everybody's somebody then no one's anybody."

A cheerfully written pamphlet, describing the latest Savoy and its rapid rebuilding, drew attention to another first night in June of this year: "The audience was almost as large as that of 48 years back, but it came in corduroys and shirtings instead of the evening dress of 1881. It came armed with pneumatic drills, pickaxes and shovels, instead of opera glasses and libretto books, and swiftly moving motor-lorries replaced the leisurely hack cab. In a few moments the auditorium which had heard so many of Sullivan's magical melodies re-echoed with the metallic clang of the pneumatic drill, while the satirical words of Gilbert's lyrics had given way before tense shouts of command. It was the first night of a performance that 'brought down the house' in a very real sense."

Alas, so far, the stage and orchestral performances heard by the present writer have not been quite so successful as those of the shirt-sleeved, corduroyed audience. A few tense shouts of command might sily be addressed to certain of the principals, and should these fall in their effect, the swiftly moving motor-lorries might render further service. Some of the solo singing is distinctly on the wrong side of mediocrity and there has been more than one occasion when the same could be said of the ensemble between the orchestra and the stage.

As for the operas themselves, contemporary critical opinion generally ranges itself into two camps. One asserts that it is Gilbert and Sullivan, with the librettist an easy first every time, while the other prefers Sullivan and Gilbert, with Gilbert always a poor second.

Gilbert's wit, of course, has been found out. The formula is as obvious as that behind Wilde's paradoxes. Perhaps Gilbert does conform a little too strictly to Bergson's dictum that the secret of the comic is "something mechanical encrusted upon the living." His vinegary caricatures of elderly women, again—almost Strindbergian in their animosity—admittedly leaves a sour taste. One also grants that Gilbert is often helped by the eagerness of his fellow-countrymen to enjoy a joke against themselves—even if sometimes it is doubtful whether they actually see it.

But Gilbert was much bigger than the formula he used so brilliantly. One has only to glance at current musical comedy or revue to see "something mechanical" encrusted upon nothing really related to life at all. Gilbert's laughter is Meredith's "sunlight of the mind." It shines brightest when, in the novelist's own words, men wax out of proportion, overblown, affected, pretentious, bombastical, hypocritical, pedantic, fantastically delicate; whenever it sees them self-deceived or hoodwinked, given to run riot in idolatries, drifting into vanities, congregating in absurdities, planning, short-sightedly.

Whenever they are at variance with their professions, and violate the unwritten but perceptible laws binding them in consideration one to another; whenever they offend sound reason, fair justice, are false in humility or mixed with conceit, individually or in the bulk. It is then an oblique light is cast on them, "followed by volleys of silvery laughter."

From the point of view of the contemporary musician, Sullivan, with all his freshness and versatility, was unfortunate in his period. Much water has passed by the Savoy since his day. We encounter in his scores empty diatonic spaces, echoing, as it were, with the thin ghostly music of Victorian drawing-rooms. The pop and punch which laid our uncles and aunts flat in obeisance have weakened. We listen now rather with the attitude of reading history, and for some of us, to whom these tunes are among our earliest recollections, it is extremely difficult to listen critically. One feels almost disrespectful—as if one scrutinized cherished family portraits from the purely aesthetic standpoint.

Sullivan has qualities, however, for which time increases our affection and respect. There was something symbolic in the successful journey he made in 1897 with Sir George Grove to Vienna in search of the lost Schubert MS. scores of "Rosamunde." He was to discover a Schubert in himself. No English composer has possessed in a greater degree the Schubertian qualities of spontaneity, of profusion of melody, of rhythmic vitality and ingenuity, of cheerfulness, of the power of hearing words sing themselves into song—it would be easy to lengthen the list of gifts in common. And like Schubert, Sullivan is the democratic composer who appeals to the musically cultured and uncultured alike. He still has the widest public of any English composer.

But the secret of the Savoy operas is exposed with the attempt to place either Gilbert or Sullivan first. A famous philosopher tells us that relation-presupposes quality, and quality relation—that qualities, in fact, are nothing without relations. "Aesthetically," this seems true and to get the fullest understanding and appreciation of Gilbert's librettos and Sullivan's music we should never consider them apart, but should watch for those relations which really determine the qualities of both.—W. H. Haddon Squire in the *Christian Science Monitor*.

**COMPENSATION FOR
ENEMY ACTION.****FINAL DATE FOR LODGING
OF CLAIMS.**

The Government of Hongkong announces in regard to compensation for enemy action that *ex gratia* awards in respect of claims by British nationals belonging to Hongkong are now being made.

Attention is particularly directed to the fact that all claims not already lodged must be received by the 31st of March, 1931, at the Colonial Secretary's Office, Hongkong, or failing this, by the Under-Secretary of State for the Colonies, Colonial Office, London, S.W.1, and that no claim not received by that date will be considered.

Application for further information should be made to the Colonial Secretary's Office, Hongkong, or failing this, to the Under-Secretary of State for the Colonies.

Claims by surviving dependants in respect of loss of life of men serving with the armed forces of the Crown are ineligible to rank as claims against reparation moneys.

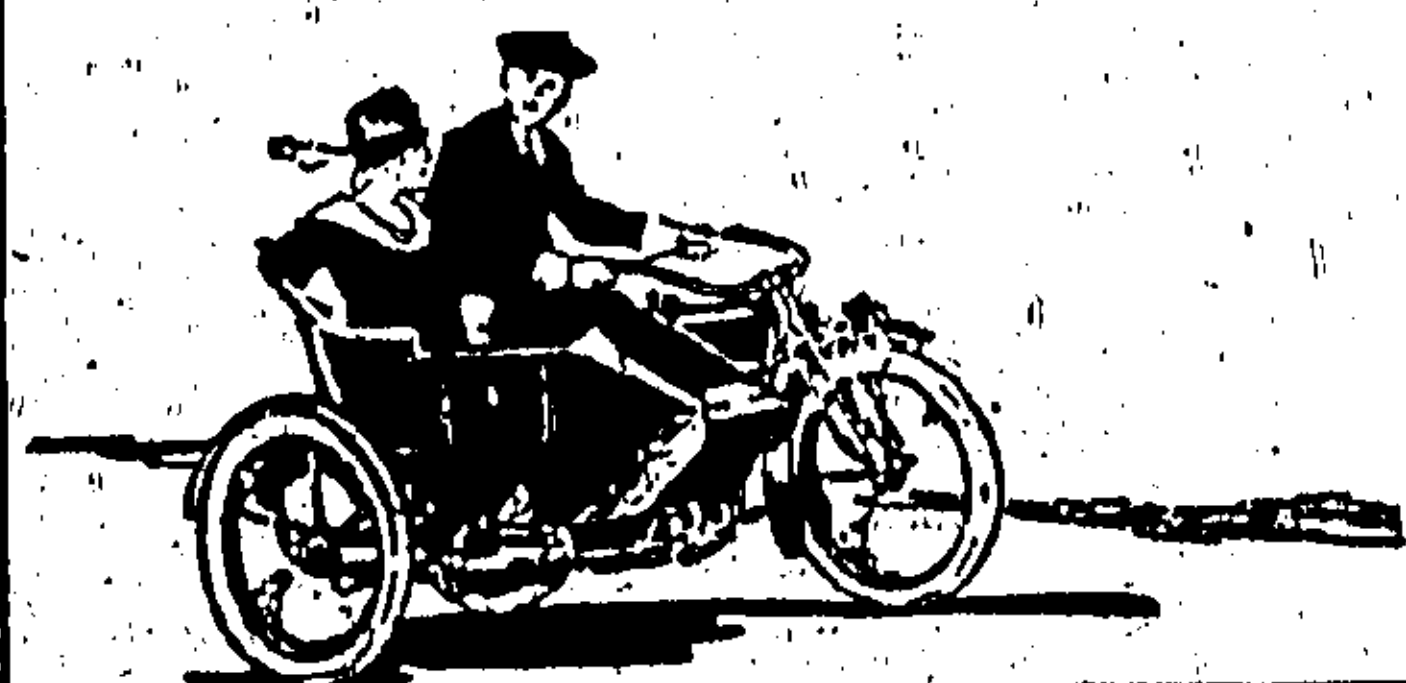
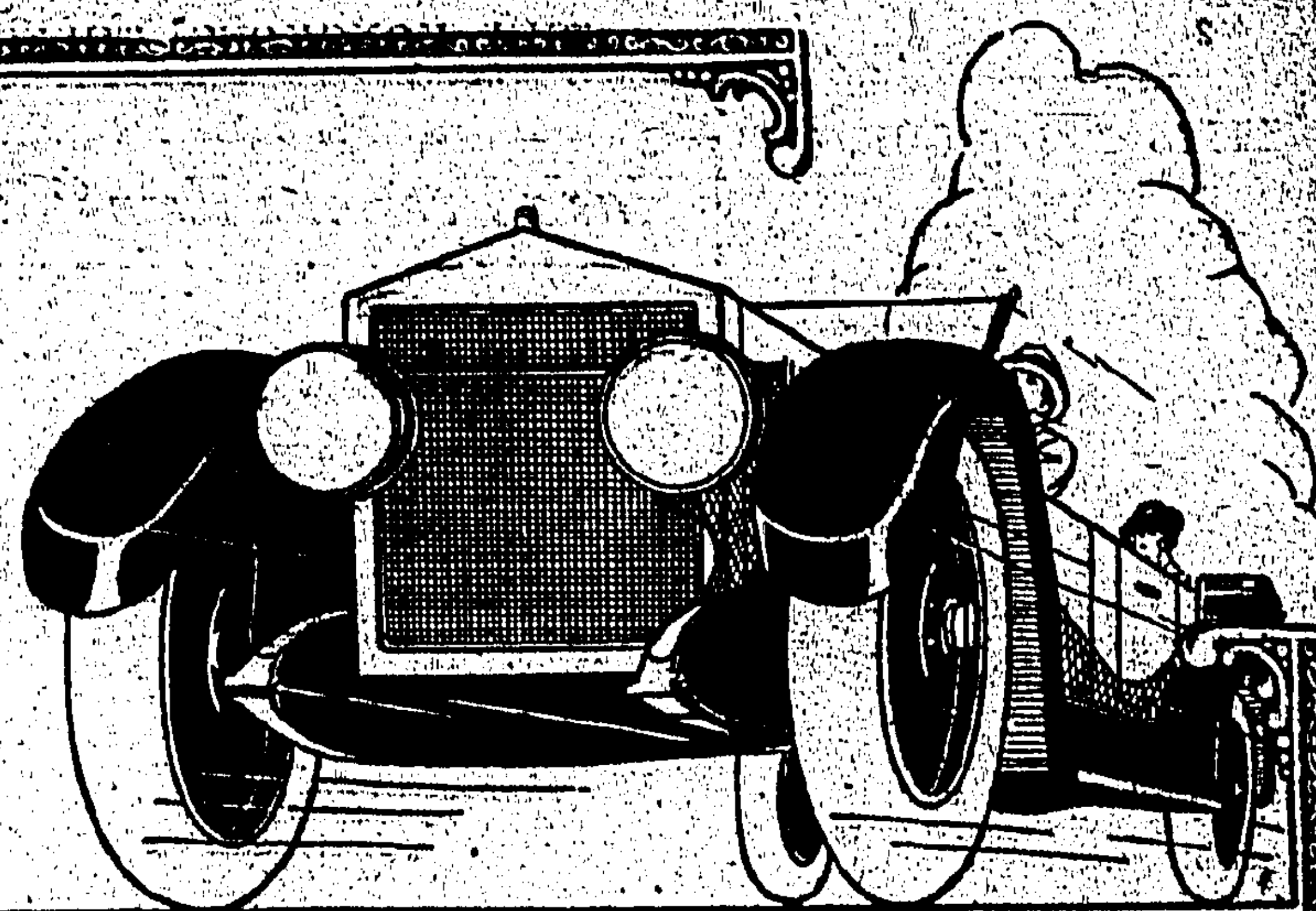
**WHO WAS.....
ADONIS?**

"I weep for Adonis, he is dead," sang Shelley in lamentation of his young friend Keats, and Adonis, or Adonis, is often the name given to beauty, which is too rare and delicate to survive the usages of the world for long.

In the original legend, Adonis was a singularly beautiful youth beloved by the goddess Aphrodite. The eyes of the young man, however, were frank and clear, and set upon the far-off chase, so that he disdained, the embraces of the Queen of Love, and set off post-haste in search of his quarry. He was slain by a wild boar, but so great was the grief of Aphrodite that he was permitted to hunt for six months of each year upon the earth, spending the rest of his time in Hades.

One of Shakespeare's early poems was called *Venus and Adonis* (Venus being the Roman name for Aphrodite), and the beautiful youth makes his appearance in scores of other masterpieces.

MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH.
SATURDAY, 11th JANUARY, 1930.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.

HONGKONG MOTOR ACCESSORY COMPANY

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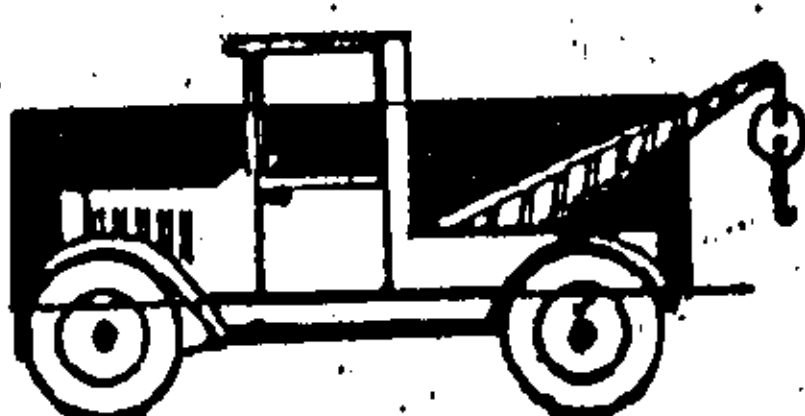
MAY WE SERVICE
YOUR CAR?
NO JOB TOO SMALL
NO PROBLEM TOO INTRICATE.

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MODERN MOTOR SERVICE.



SHE'S A GREAT CAR UNDER
THE HOOD BUT WHO WOULD
KNOW IT BY HER LOOKS?
GIVE HER A COAT OF
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FINISHES

ALL COLOURS KEPT IN STOCK
AS WELL AS THE NEW
FORD SHADES.
Arabian Sand, Dawn Grey, Niagara
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ARMOUR PLATE.

New Road Surface.

CHICAGO'S TRIAL.

The wear on the road surface
of some of the streets in Chicago
is so severe that the city authori-
ties have decided to armour-plate
them.

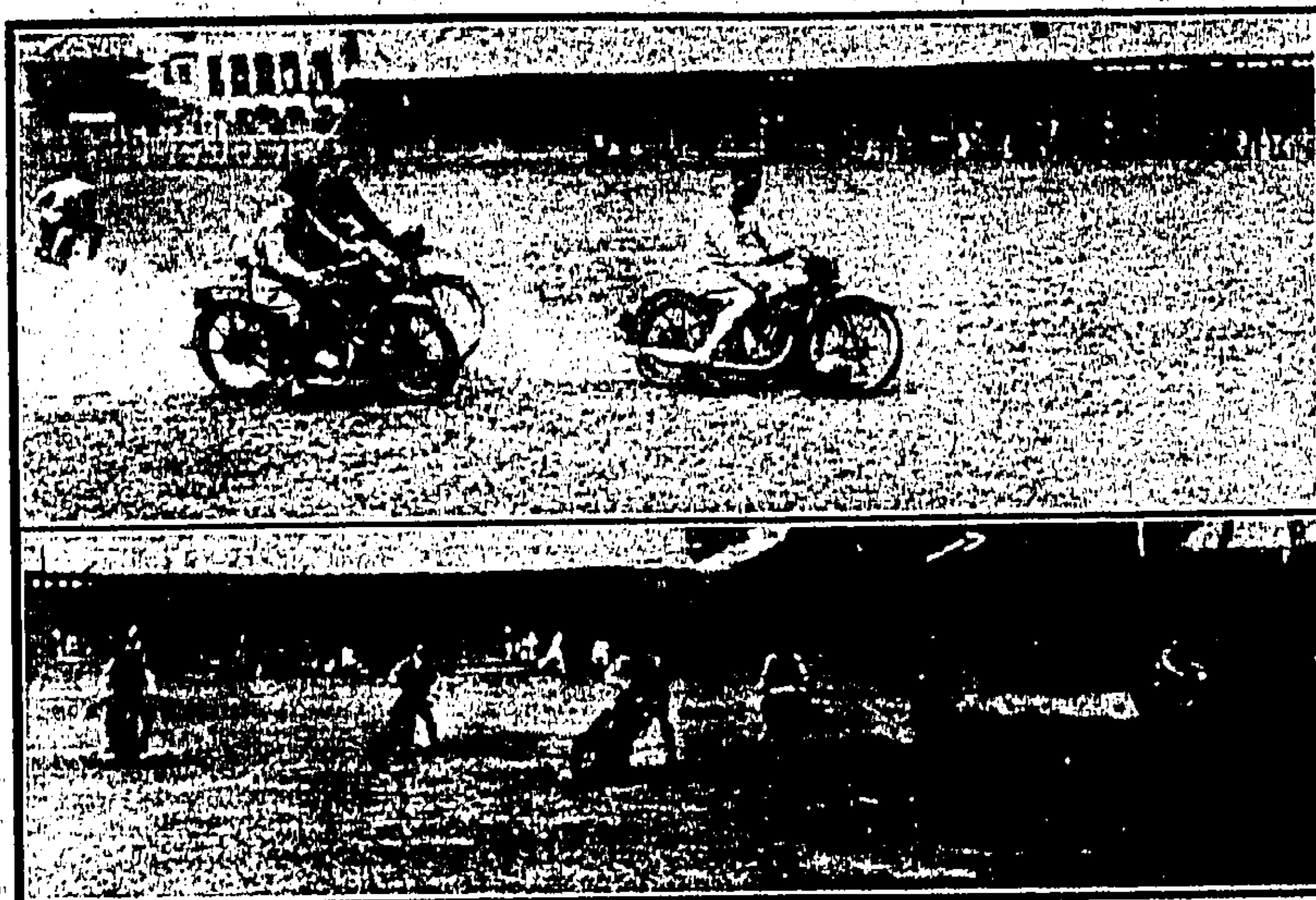
This has been done by laying
down interlocking steel strips on
edge. The strips made a re-
inforcing mesh, into which the
concrete or asphalt is poured or
trowelled. They are assembled on
the road, and are alternately
staggered at the joints to make a
mat.

Chicago has a trial section 10
feet wide and 120 feet long at the
bus stops at Michigan-avenue and
Randolph-street, one of the busiest
corners in the world.

PLANES GROW FAST.

There are more airplanes in
civilian operation in the United
States to-day than there were
automobiles in use in 1900, accord-
ing to the American Automobile
Association. There were only
8,000 automobiles in use in 1900,
and there are 8,004 planes now
in operation.

THRILLING MOTOR CYCLE FOOTBALL MATCH.



At the Kowloon Football Club Annual Gala Day, on January 1st, a thrilling motor-cycle football match was played between a team representing the Motor Cycle Section of the H.K.V.D.C., captained by Lieut. H.G. Williams, and a team selected by Captain Howard of the Somerset Light Infantry. Players on each side displayed much skill and daring, the Volunteers winning the match by 3-0. (Photo Mee Cheung.)



CURRENT COMMENT

Star Ferry Approach.

The much discussed question of
modernising the Star Ferry
Approach at Kowloon does not
seem any nearer solution, judging
from the replies to questions
recently given by the Colonial
Secretary. The position appears
to be much as it was two or more
years ago, with the Kowloon
Residents' Association still
devising schemes. That the
K.R.A. is a useful body goes with-
out saying, but it does seem that
the Government finds it a most
useful pawn to juggle with in the
game of waiting. There is no
excuse for delaying progress, and
the re-planning of this extremely
busy traffic terminus is clearly
indicated if the Colony is to be
progressive. To effectively cope
with the matter naturally involves
heavy expense, that is, if the job
is to be done properly, but there
is probably no work on the penin-
sula of greater consequence and
urgency with the exception, of
course, of the water scheme. To
endeavour to find a temporary
solution is surely unwise, for the
heavy traffic at the present time
calls for the re-planning of routes
and parking spaces, and it should
be remembered that in but a few
years, the present volume will
probably double itself. The promise
to issue a Sessional Paper on this
matter "as early as possible" is
the very reverse of encouraging.

H.K.A.A. Ball.

Members of the Hongkong Auto-
mobile Association are asked to
note that tickets may now be book-
ed for the Annual Ball which takes
place at the Peninsula Hotel on
Friday, January 17th at 8 p.m.
This may be done at the main
entrance of the Hongkong Hotel.
Dancing will continue until 1 a.m.,
and special arrangements are
being made for late ferries and
trams. It will greatly assist the
organisers if tickets are booked as
early as possible.

Home Motoring.

The Royal Commission on
Transport some months ago re-
ported that legislation on the
question of motor traffic was
urgently required, and this ver-
dict has been almost universally
approved. The Government's
Road Traffic Bill (summarised in
this Supplement to-day) has been
long overdue. It is by no means

perfect and requires very careful
examination before it is accepted.

Loss of Life.

The first point which the coun-
try wants to know is how far the
Bill will stop the dreadful and
rapidly growing loss of life on the
roads. Last year, according to
official statistics, 6,138 persons
were killed and 170,976 were in-
jured in traffic accidents. In
twenty years the number of fatal
accidents has increased nearly
sixfold and that of non-fatal
accidents more than fivefold. At
the present time on the average
about 17 men, women, and chil-
dren are being daily slain on
British roads.

Dangerous Driving?

The public needs such legisla-
tion as will give adequate protec-
tion to pedestrians using the
roads, and also security against
unfair treatment to the reasonable
and careful drivers of motor
vehicles, who are in the vast
majority. For the safety of all, in
view of the suggested abolition of
the speed limit for ordinary cars,
the dangerous and careless driver
must be kept in strict order. But
to eliminate all uncertainty such
offences as careless driving and
dangerous driving ought to be
clearly defined, so that no doubt
may remain on the subject.

Compulsory Insurance.

The introduction of compulsory
insurance against third-party
risks is a sound principle, but it
should not be left in the power of
an insurance company or a com-
bination of insurance companies
to decide whether a man shall
drive a car or not. As the Bill
stands, it is possible for the insur-
ance companies to refuse a man
insurance and thus prevent him
from motoring. There must
clearly be some form of appeal to
an impartial authority.

RUST PROOF CAR.

An English automobile manu-
facturer has announced a rust
proof car to be manufactured in
the near future. A plating has
been devised, it is said, which will
be applied to all metal parts of the
body. This special coating will
keep the metal from rusting.

IGNORANCE BRINGS A "BLISTER."

Almost every day,
in some thoughtless way,
We break another brittle, little law,
Circumstances don't prick
Yet we're quick to kick,
When waiting justice takes up in its
maw.

Noisiness is barred,
Still the night is scarred,
By raucous sounds beat gaily from
the horn,
Brakes that scream and squeal—
Sounds you almost feel—
Smash a rule—and nerves already
worn.

Oils that leak away
Mean fat fines to pay,
If the strolling policeman know his
Act.

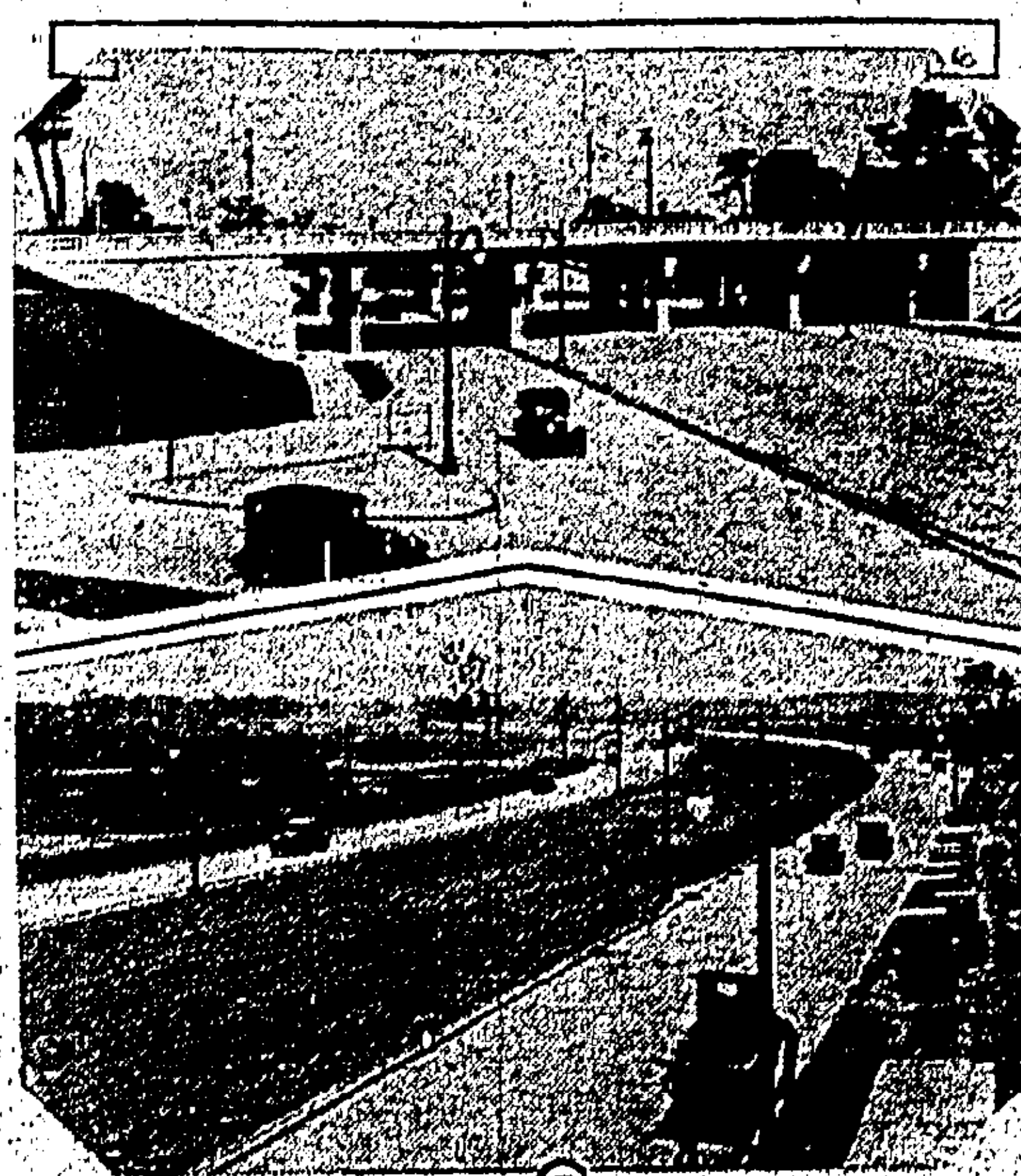
Light that glare and spark
Fill with woe the dark,
And earn a reprimand devoid of
fact.

When you take the road
With an overload,
Are you sure the brakes will do the
job?

In our heedless way,
Almost every day,
Cheerfully we wreck the Rules and
Regs.

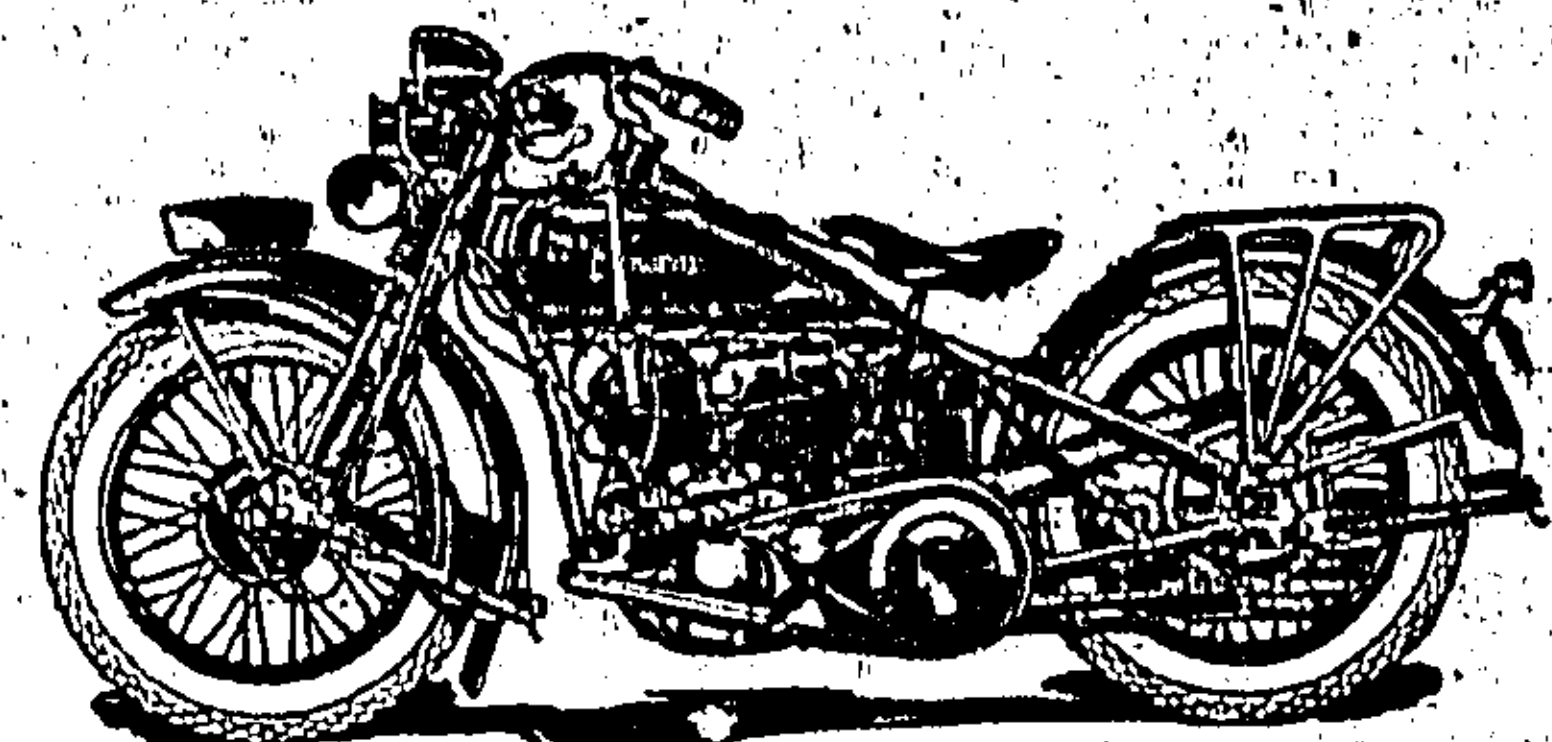
Till the final straw
Breaks the back of Law
Then, sorrow's cup is emptied to the
dregs.—(Sydney Sun.)

ROADS OF THE FUTURE.



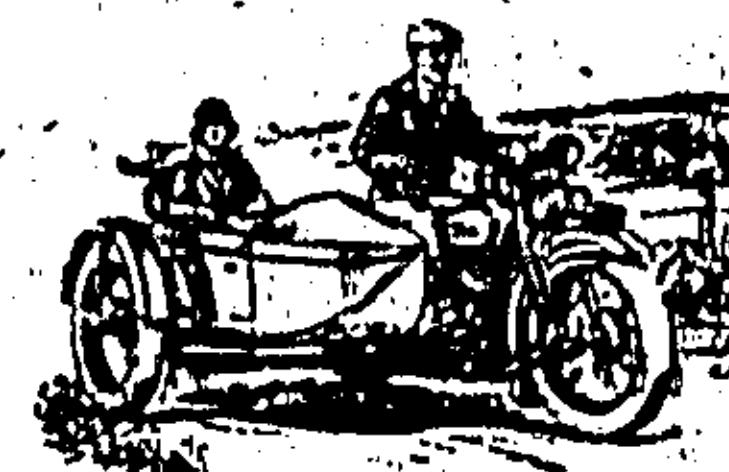
This is the kind of highway crossing the near future
will see all over the United States, predict forward-looking
engineers. It is to be seen to-day running out of Detroit,
the particular spot shown here being the intersection of two
super-highways. It is called the Michigan Southfield Super-
highway Grade Separation, which carries two 30-foot roads
of one highway across the two 30-foot roads of
the other. The left-hand turn is eliminated, all autos
entering or leaving the highways with the line of travel.
Upper photo shows the crossing, lower view gives an idea
of each road's width.

A New Year Gift That Gives Pleasure!



THE WONDERFUL
1930 "HARLEY"

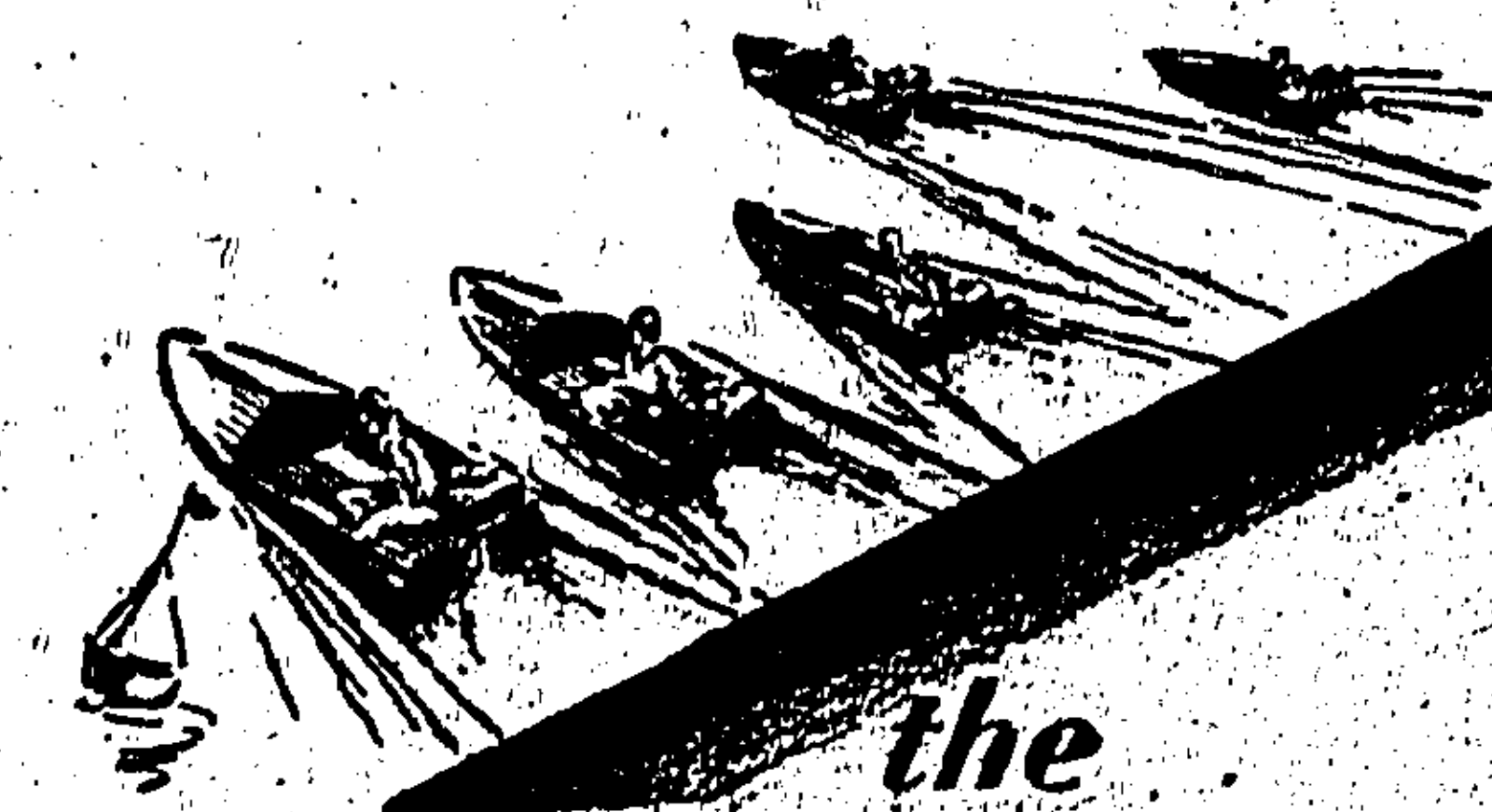
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SEE THE NEW MODELS EARLY.
THE GASCON MOTOR Co.

2, KWONG WAH ROAD,
KOWLOON.
Tel. K. 1242 and K. 804.

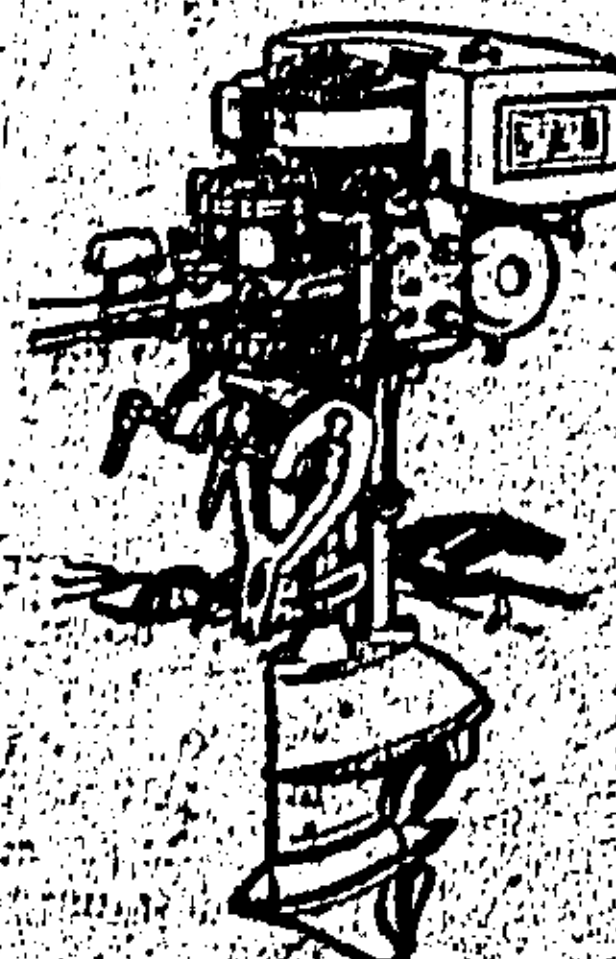
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consistent
WINNER

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trials and test runs—the
new Johnson Sea Horse is a
consistent winner. New rec-
ords are being made all over
the country by the Sea Horses.

These consistent victories
prove that Johnson speed-
power and dependability are
inherent. Together with the
new Release Charge—provid-
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tomobile starting—the New
Underwater Exhaust—bring-
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for a ride with a Sea Horse.



For full particulars apply to—
ALEX. ROSS & Co., (China) Ltd.

Johnson
Outboard Motors

LIFTS ALL FOUR.

Hydraulic Jack.

PERMANENT FITTING.

The latest type of jack for cars which is becoming popular with heavier types in England is hydraulically operated, and can operate on all four wheels at once.

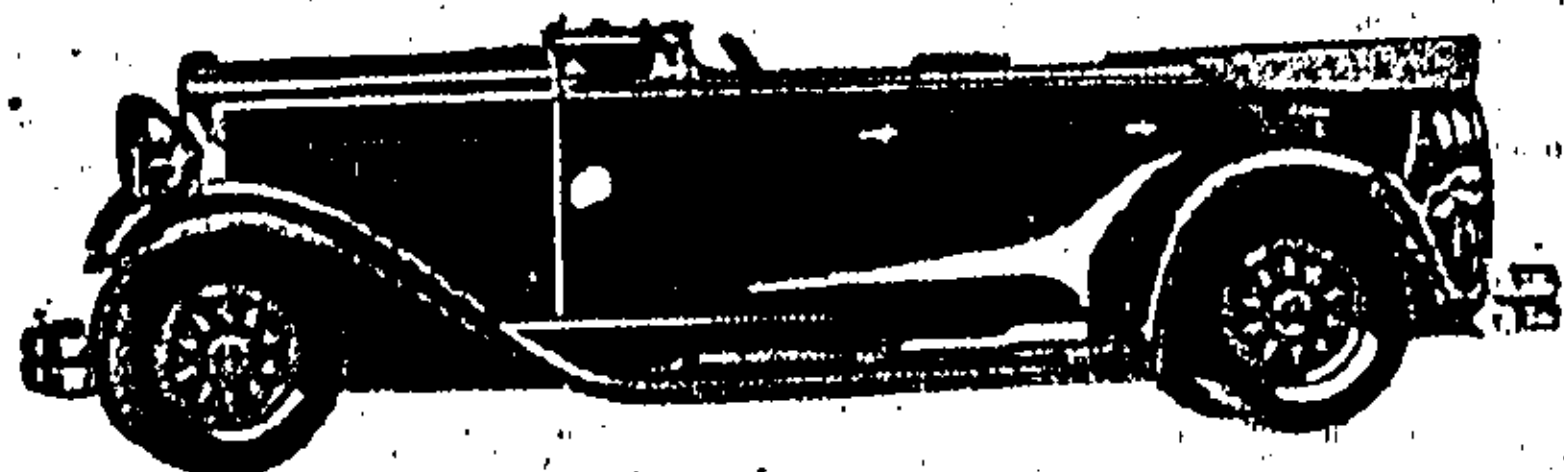
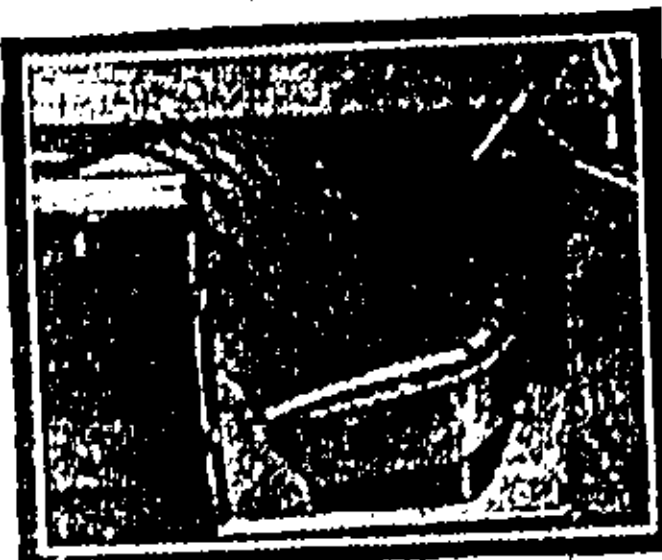
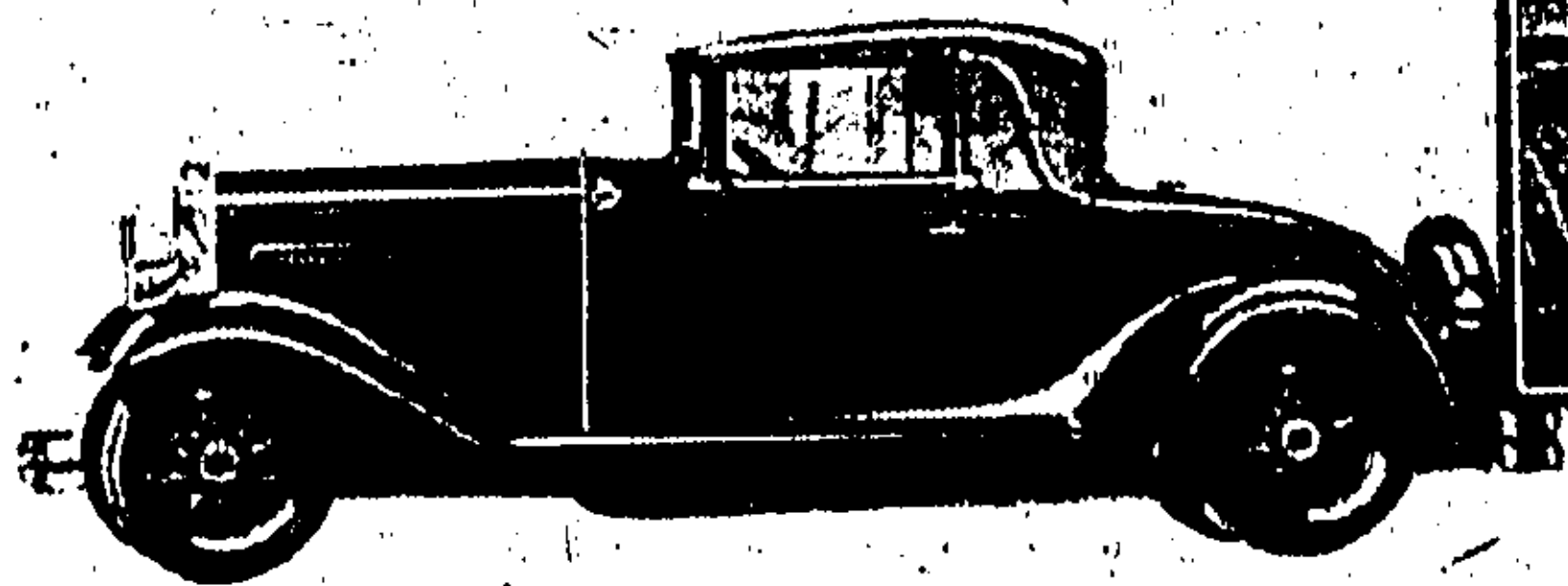
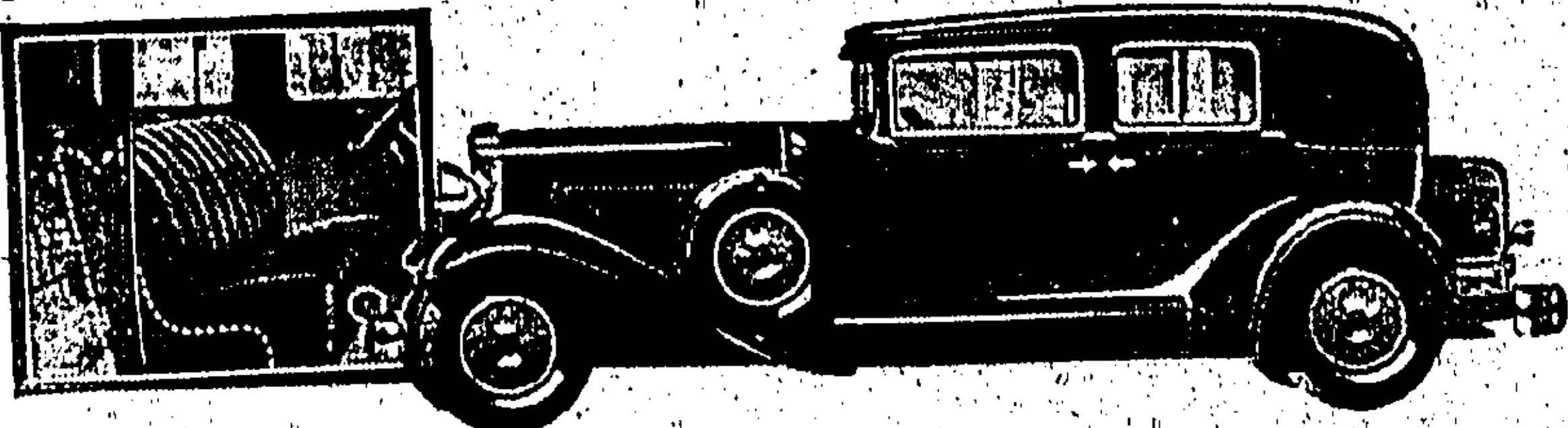
When tested on a car weighing over two tons thirteen hundred-weight the device lifted it completely off the ground in one minute 39 seconds.

The system is really four single jacks, operated by a pump driven by the foot on the running board. A selector valve directs the fluid to any desired wheel, or to all of them. The jack is easy to use, as in the tests a child of nine years lifted the deflated rear wheel of the car in one minute, and all four wheels of a lighter car in 35 seconds longer. When the light car was completely off the ground five men on the running boards did not disturb its equilibrium. The system weighs 55lb.

HOW'LL THEY MOVE?

Within the next 25 or 30 years the present 25,000,000 automobiles now in use in the United States will probably double in number, according to Professor Miller McClintock of Harvard University.

Nash Presents New "400" Series for 1930



The above pictures show some of the new Nash models for 1930.

Water has the habit of draining to the lower part of the spare tyre cover and then staying there until it evaporates. The presence of this water can go a long way in the bottom of the tyre cover, toward rotting the tyre fabric, or in the lower part of the tyre well when spares are carried on the sides. The best solution is a small hole

NEW ROAD BILL.

Physical Fitness Declaration.

COMPULSORY INSURANCE.

The following is a brief summary of the main provisions of the English Road Traffic Bill.

Speed Limit.—None for light cars (maximum weight 2½ tons) and motor-cycles "30 miles an hour for pneumatic-tyred motor-coaches; 20 miles an hour for solid-tyred vehicles; three miles an hour for heavy locomotives passing through a town or village.

Pillion Riding.—Limited to one passenger, who must ride astride. **Age of Drivers.**—Motor-cyclists must be 15; ordinary car drivers, 17; drivers of heavy motor-cars or locomotives, 21.

Dangerous Driving.—Conviction may mean three months' imprisonment or a fine not exceeding £50 for a first offence and £100 for a subsequent offence. The second conviction may be followed by disqualification from holding a licence.

Careless Driving.—Made an offence but conviction does not involve losing a licence. Carelessness may be failure to observe road signals.

Drunken Drivers.—A policeman may arrest without a warrant any person driving or trying to drive a motor-vehicle when "under the influence of drink or drugs to such an extent as to be incapable of having proper control of the vehicle." The penalty for drunken drivers is four months' imprisonment or a fine not exceeding £50 and the loss of licence for 12 months.

Fitness of Drivers.—Applicants for driving licences to make a declaration of fitness. Certain disabilities will be an absolute bar. Heavy penalties for false declaration. An applicant may demand a test of ability to drive and the licence may be limited to a particular type of vehicle. Right of appeal to magistrates is given against refusal.

Five-hour driving Day.—In the interests of public safety, drivers of heavy vehicles (coaches, lorries, and the like) may not drive more than 10 hours each 24 or for more than 5 consecutive hours.

Compulsory Insurance.—Insurance against third party (personal injury) risks to be compulsory.

FIRST OFFENCES.

Be Kind to Motorists.

In an order issued to police superintendents, relating to motor-offences, the Chief Constable of Staffordshire, Colonel Hunter, states:

The main principle to be observed is toleration in regard to minor technical first-time offences, such as failure in the production of driving licences, lighting omission, temporary obstructions due to the ignorance of local conditions, and negligent driving in cases where the negligence has not been such as to involve risk to persons.

All offences must be reported as heretofore by subordinate officers, but the chief constable desires that superintendents should exercise discretion in any trivial first-time case, and dispose of it with a caution.

Insurance. All drivers to carry certificate of insurance or security just as a driving licence is carried, and to produce it on demand.

New code of the Road.—Minister to issue a highway code, to be sold at a price not exceeding one penny. Applied to pedestrians as well as motorists. "No signs to be erected without Minister's approval. Unauthorised signs (such as "Concealed Drive") to go. Penalties are provided for offences such as stretching ropes across roads, leaving cars in dangerous positions, and so forth.

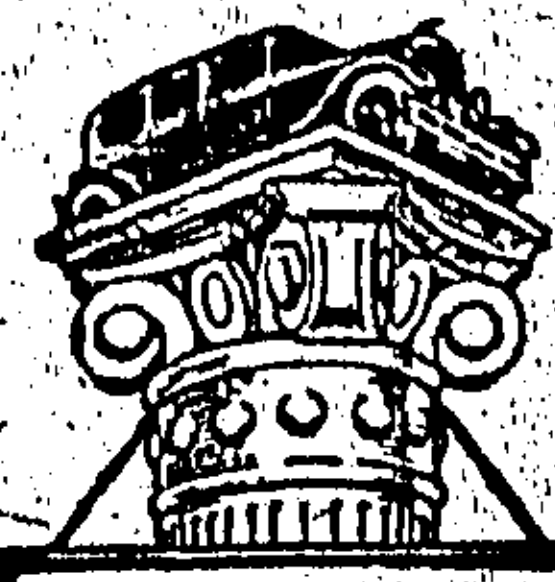
New Licensing Authorities.—In the case of "light" cars, and in case of all types in the London area, licensing arrangements remain as at present. Outside London special licensing arrangements are provided. England, Scotland, and Wales are to be divided into 12 traffic areas (Scotland has two). Three Commissioners will be appointed in each area, the chairman to be a whole-time paid officer.

Commissioners' Powers.—They will be sole authorities for licensing public service vehicles, routes, and services. Right of appeal to Minister. They may fix maximum fares, order routes, and take steps to avoid a wasteful competition. Local authorities will have power to control routes and stopping-places.

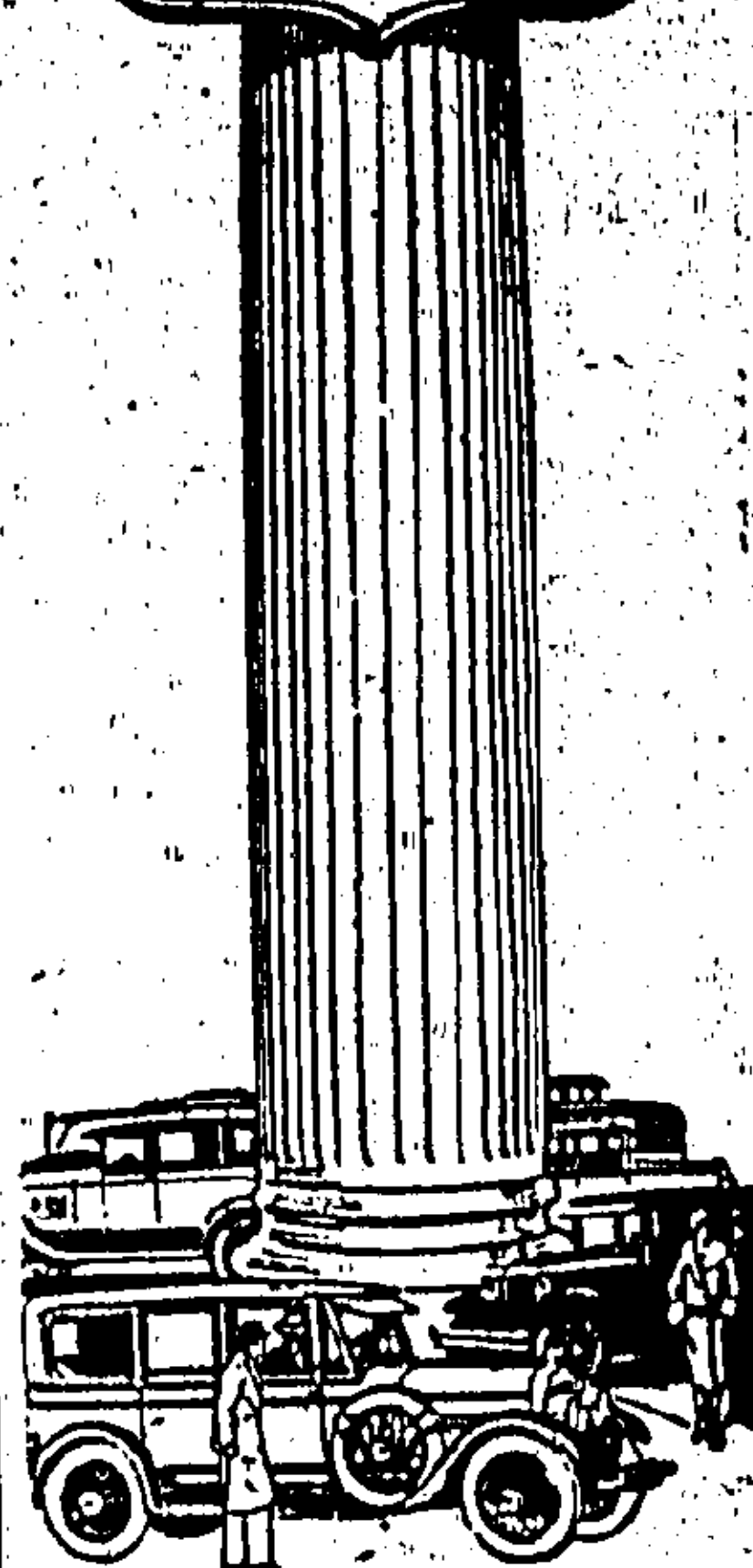
Motor Coach Inspection.—Officers to be appointed to inspect and certify public service vehicles. Local authorities to have powers to run vehicles outside their areas.

NOISY BRAKES.

Chattering brakes can often be silenced by making the adjustment closer, but it is imperative that they be allowed enough clearance to avoid heating or burning.



CHRYSLER
—above
all others.



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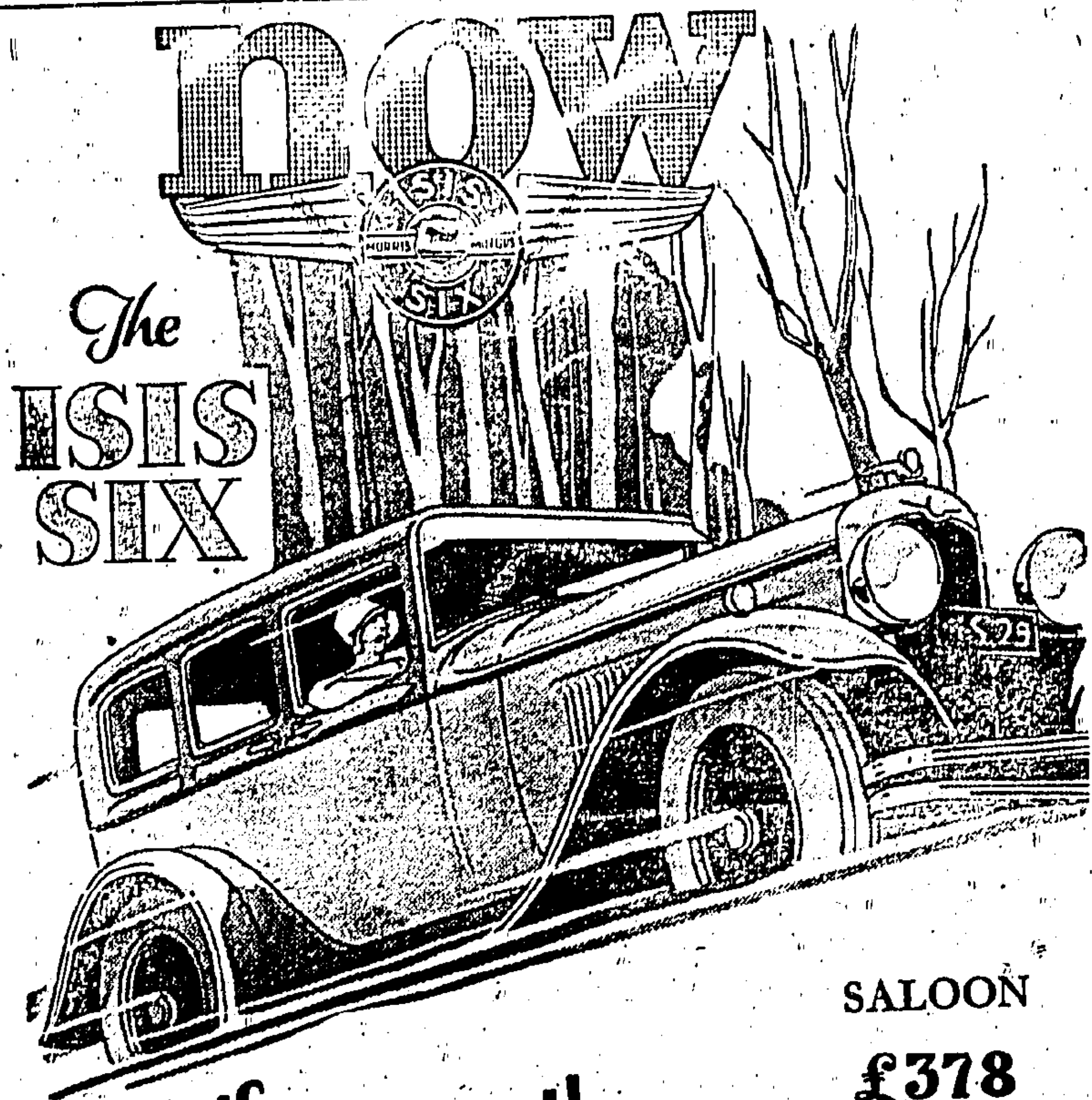
RHYMES OF THE TIMES.

Jack and Jill
Flew up the hill
To pass another tourist.
But at the crest
They met—the rest
Was quicker but obscurer.

Three blind jays
See how they walk
They step off the kerb with such
confidence.
You'd think them enmeshed in
a car-proof fence,
While drivers who shudder with
nerves grown tense.
Recite blunt descriptions of
those so dense—

Three blind jays
Big P. C. Horner
Stood on a corner
Waiting for cars to park.
In his little black book
Their numbers he took
And summoned them. What a
jerk!

There was an old fellow whose
soul would not work,
They sat round all day with a
satisfied smirk;
So he bought some old cars with
his hardly-earned pence,
And gave them one each. They
have worked ever since.



swift....smooth~
flowing...silent...
like the river that inspired its name

SALOON
£378

WATCH the speedometer—6 to over 60 on top. See how she holds the road at high speeds—the suspension is so perfect, the body hung so low, yet with ample clearance. Body and chassis are united in a one-piece creakless unit. Feel the steadiness of the steering—no kick or wobble. Here's a six-cylinder engine (18 R.A.C. h.p.) with pent-roof anti-knock head, overhead valves—an engine built for long

life and speed, yet which does over 20 to the gallon.

Here you have the famous Lockheed hydraulic brakes acting evenly on all four wheels. And here British coachwork modelled on the most graceful lines and finished in the beautiful colours now obtainable in cellulose lacquer. Here is something really new—at a price hitherto thought impossible.

THE HONG KONG HOTEL GARAGE
25 Queen's Road Central Tel. Central 4759.

PRODUCT OF MORRIS MOTORS (1928) LTD.

CHAIRMAN: SIR WILLIAM R. MORRIS, Bt.

"ARROW'S" SUCCESSOR.

Kaye Don's Car.

4,000 H.P. SUNBEAM.

The new British speed car, which will defend the world's title next year at Daytona, will be driven by Kaye Don, Sir Henry Segrave, having retired on his laurels. The car will be by far the most powerful ever built. It is powered with two 12-cylinder engines.

The Sunbeam Company which made these, claim that the combined output is 4,000 brake horsepower. Both engines are in front of the driver, and are coupled in tandem. In this the new car differs from the Golden Arrow, which had the engines at each end of the chassis, with the driver's cockpit in the centre. Both are V-type engines, with each bank containing six cylinders.

In appearance the Sunbeam is very much like the Golden Arrow, with the radiators filling in the spaces between the wheels at the sides, and sitting in with the general streamlining design. Kaye Don was measured before the designs were begun, and the cockpit fits him so closely that the steering wheel has to be removed before he can enter. The streamlining for the back of the driver's head is about 4ft. from the ground, and is the highest point of the bodywork.

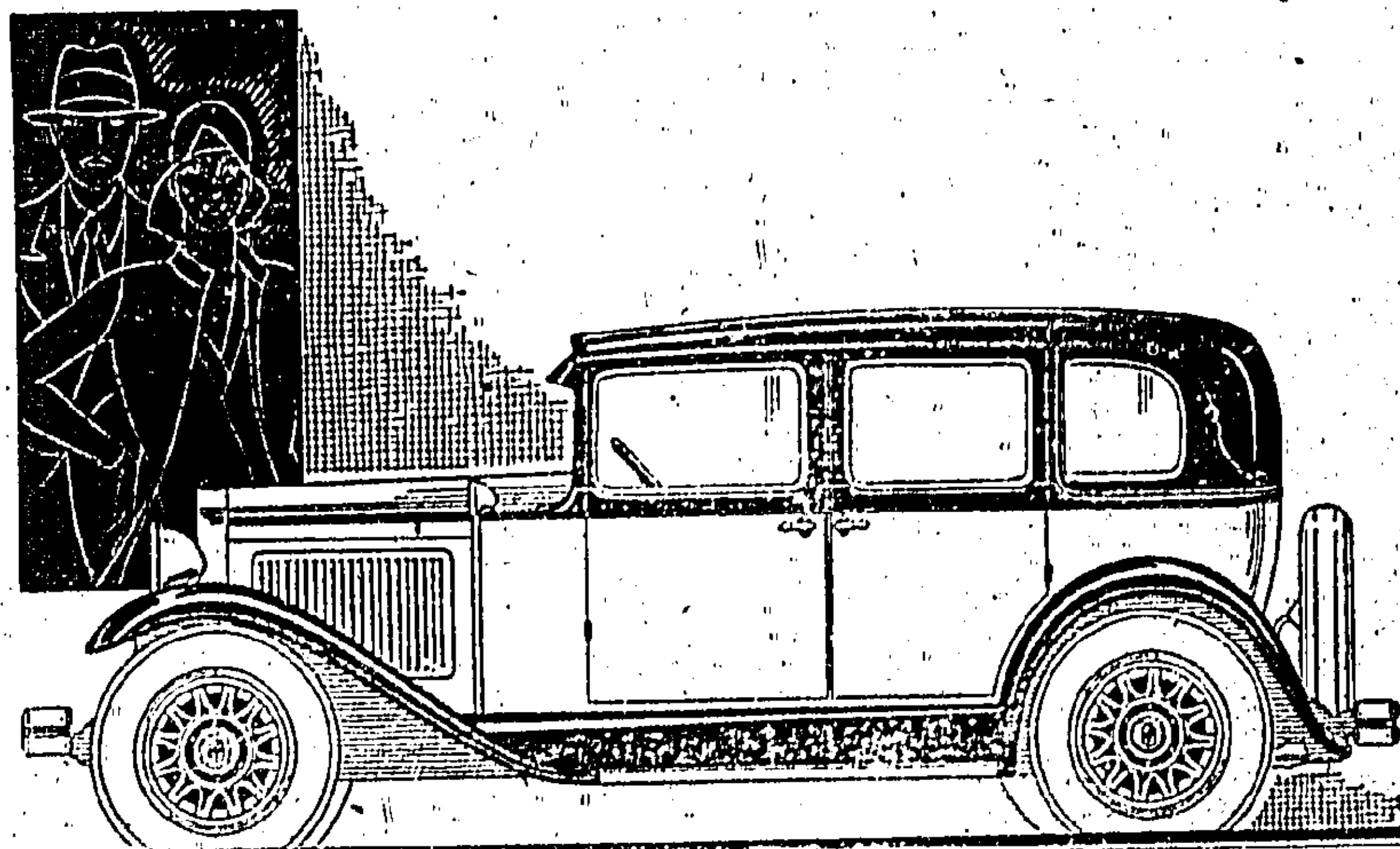
Kaye Don expects the car to attain a speed of 235 miles per hour, at which pace the tyres will last for about 50 seconds, long enough for him to establish a new record, or defend the old one against the challengers. The car was designed by Louis Coatalen.

NEW BULK DEPOT.

Texas Co. Expands.

The fifth bulk depot of the Texas Co. in New South Wales, Australia has been officially opened at Orange by the Mayor (Dr. A. E. Colvin).

Mr. Fred. Scott, manager for the company in New South Wales, said that during the last eight years the company had constructed large bulk terminals for receiving petrol, kerosene and oil, as well as a number of depots such as that at Orange. The company's plans for development in Australia entail the establishment of many more of these depots.



READY FOR THE ROAD

EVERY Nash on the salesroom floor is fully equipped from bumpers to tyre locks. There are no "extras" to buy.

Mechanical advantages of the Nash "400" include high turbulence, high compression, 7-bearing crankshaft motors which add to power, speed, smoothness and fuel economy.

Outboard mounted hydraulic shock absorbers cushion every road. Individually designed springs add a new degree of comfort. A new steering mechanism provides effortless driving control.

New beauty without affectation is expressed in long, low-slung classic lines. Colours are smart and in good taste. Upholstery, of richest materials, is tailored faultlessly. There is an elegance throughout comparable only to that of cars which cost much more.

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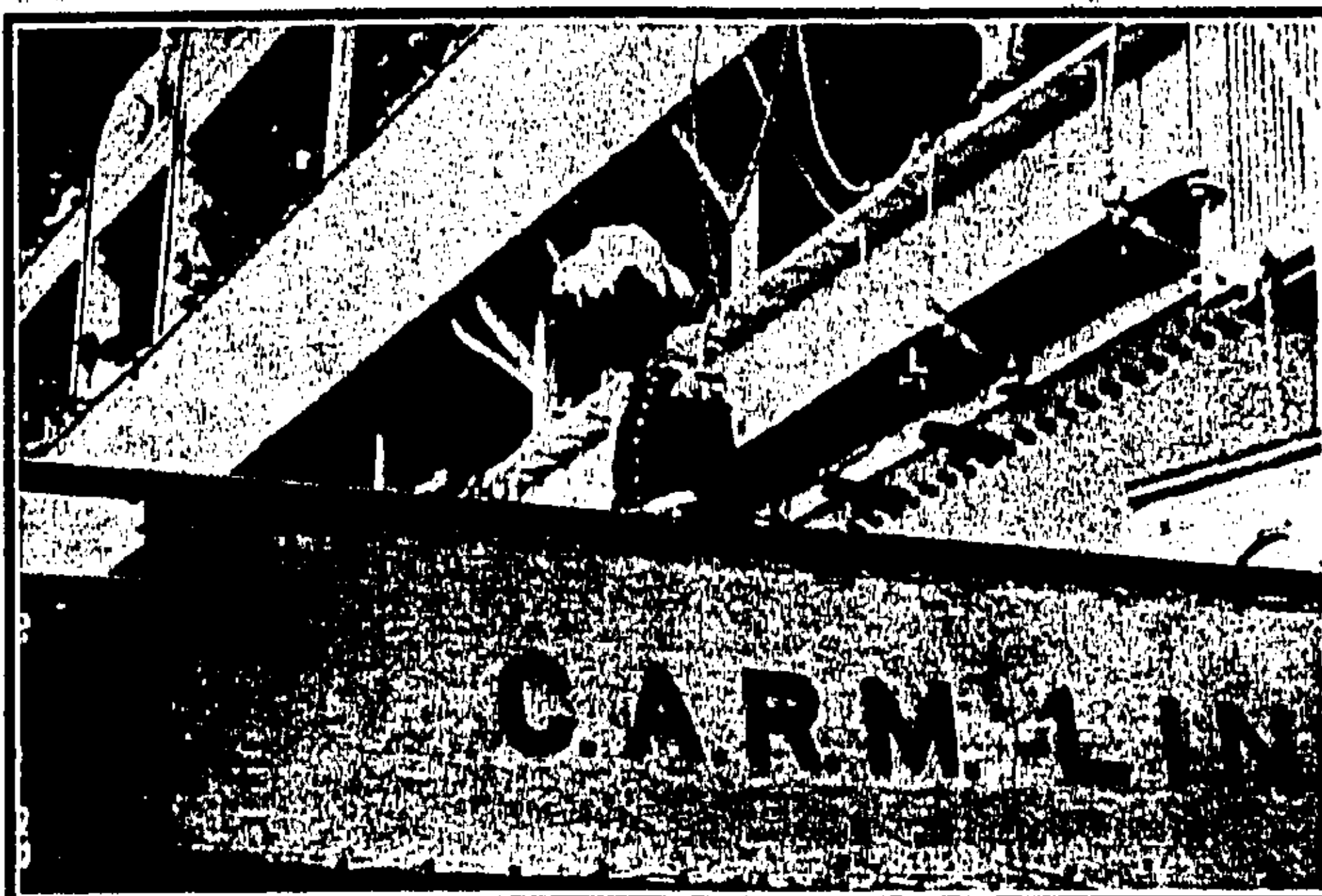
Pictorial Supplement

January, 11th, 1930.

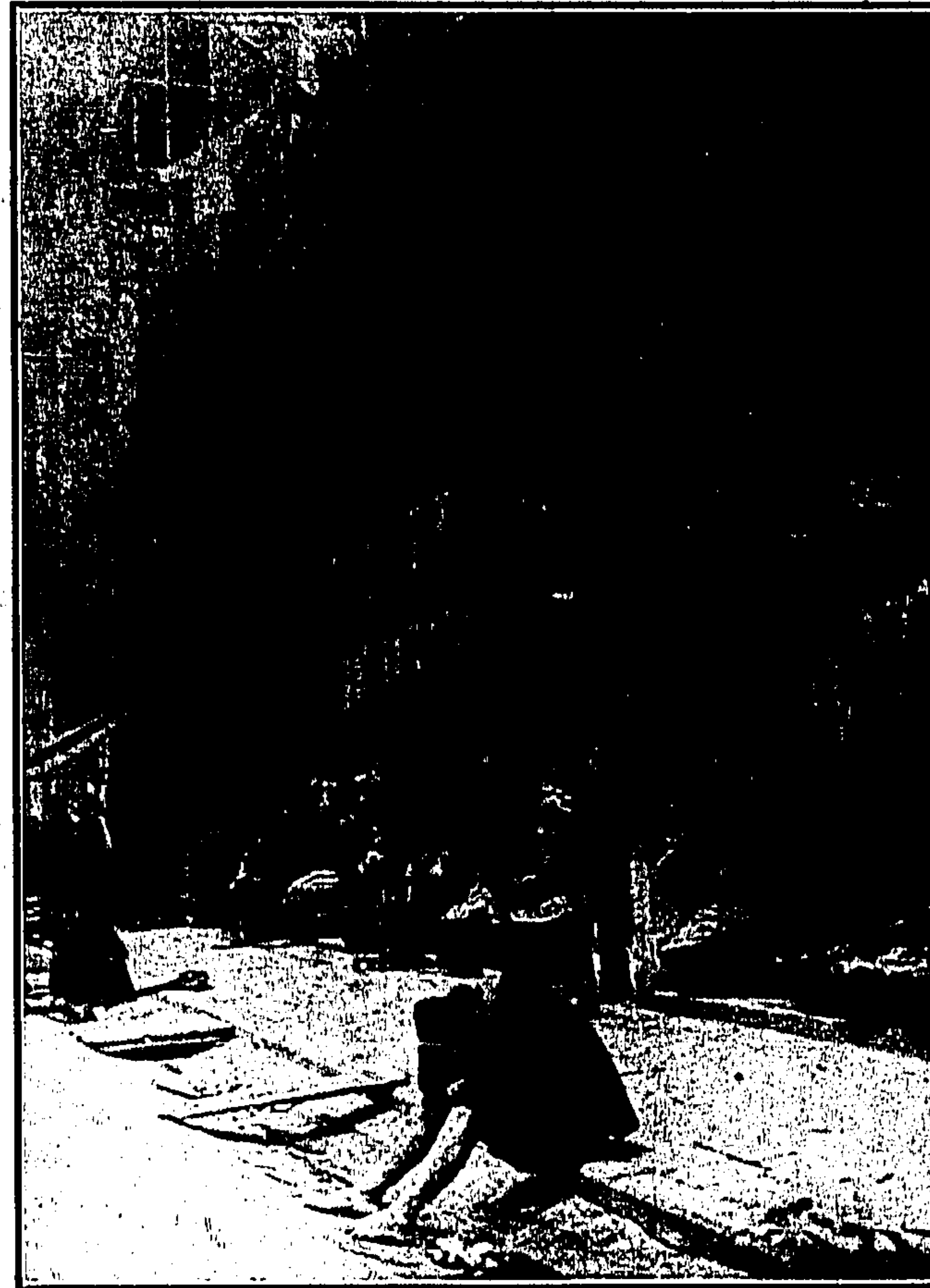
Readers are invited to
send photographs of local
interest for reproduction in
this Supplement.



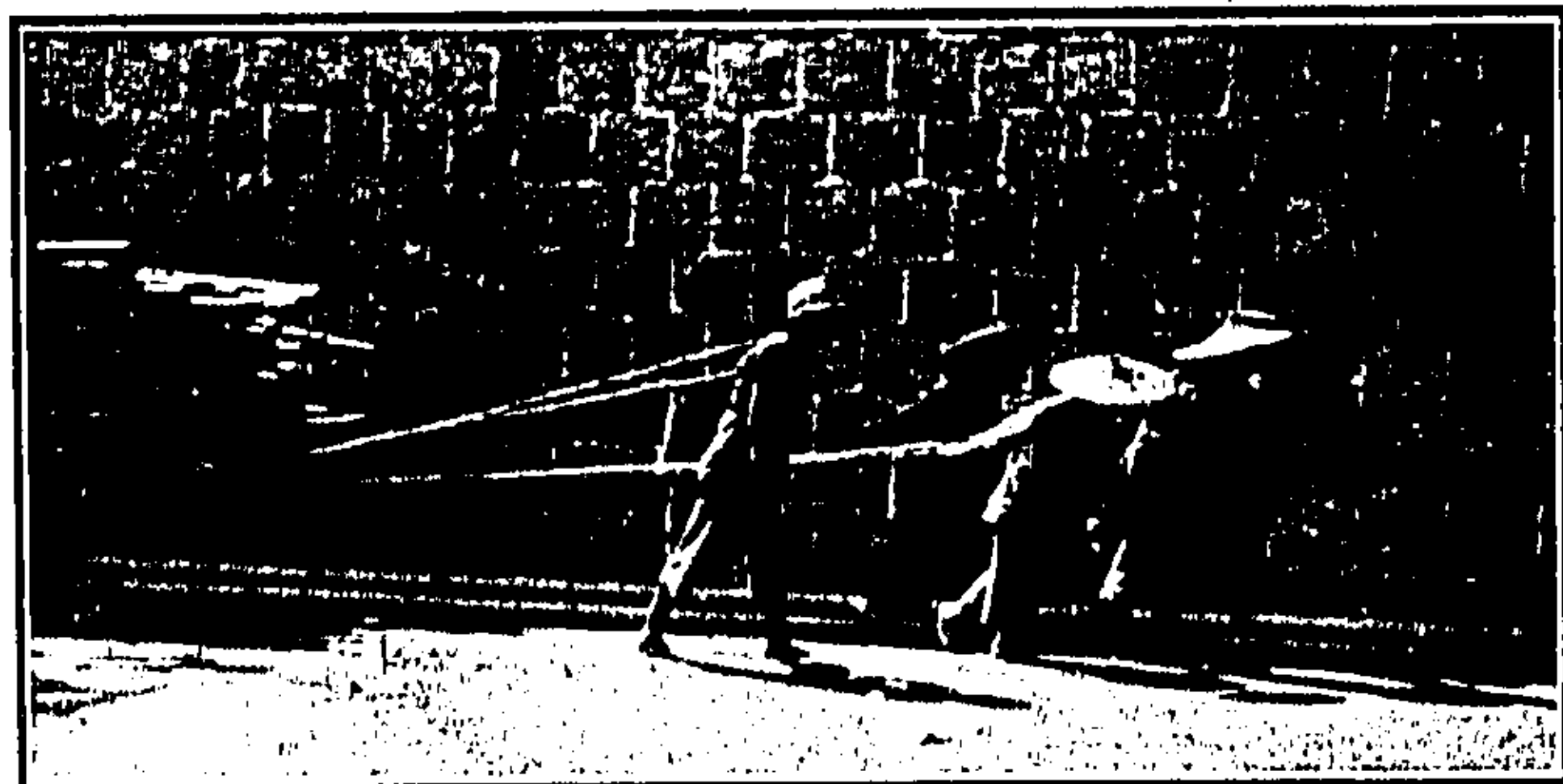
In the Commercial Section of the University amateur photographic exhibition, this picture, by Mr. R. Pestonji, won first prize. It is entitled "La Puerta del Sol."



The above pictures show Sir Murchison Fletcher landing at Suva to take over the Governorship of the Fiji Islands. His Excellency is well-known in Hongkong, where the greater part of his Colonial career has been spent. He was given a most enthusiastic reception on arrival.



"Ham Yee Kai" is the title of this picture, which won the second prize for members at the annual exhibition of the Hongkong University Amateur Photographic Club. It was entered by Mr. F. S. Fernando.



Entitled "The Team," this picture by Mr. Sum Shu-kai won a first prize at the amateur photographic exhibition at the University recently.



"The Ming Bowl," one of the prize-winning pictures in the University amateur photographic exhibition. It is the work of Mr. Chow Cheng-lam.



New Year's Day at the Kowloon Football Club. Top, the fancy dress football match in progress; bottom, Circumference and Lady de Tong, with daughter and chauffeur. (Photos: Mee Cheung).

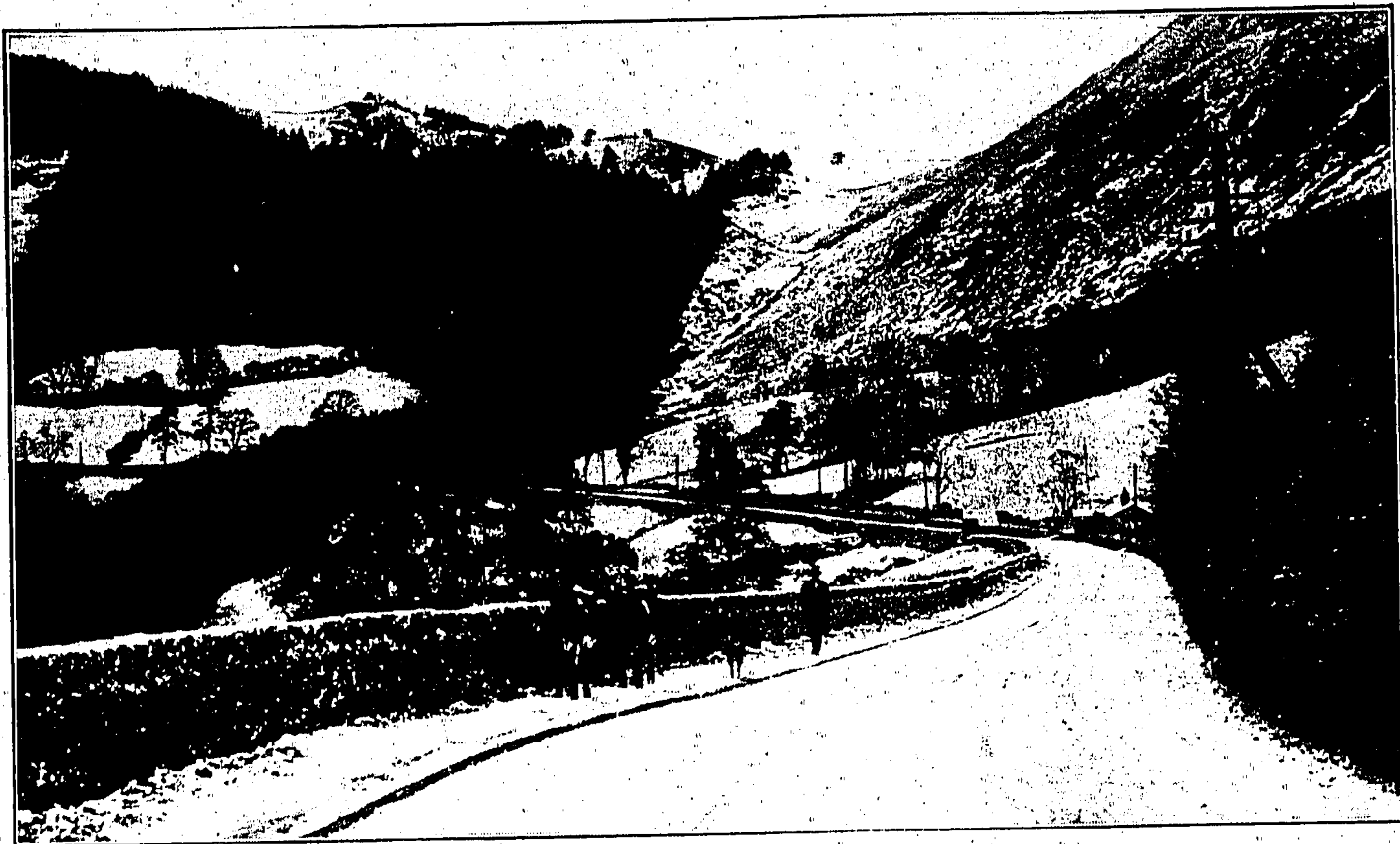


Group taken at the wedding, on Monday, of Mr. W. D. Fiddes-Wilson and Miss Lella Clarke. The bride, who was given away by Mr. R. M. Dyer, was attended by Miss Pamela Scott Harston and the little Misses Joan Belth and Hazel Lauder. Mr. R. Gordon was the "best man." (Photo: Ming Yuen).



A happy photograph of Mr. W. D. Fiddes-Wilson and his bride, taken just after their marriage on Monday. (Photo: Ming Yuen).

SNOW IN THE VALE OF LLANGOLLEN.



The early days of November brought the first touch of winter to most parts of the United Kingdom, and snow fell in Wales and the northern countries. Our picture shows a wintry scene in the beautiful Vale of Llangollen. The farmers have been busy bringing the sheep down from the hill tops. (Times copyright).

IMPORTANT PONTOON BRIDGE.



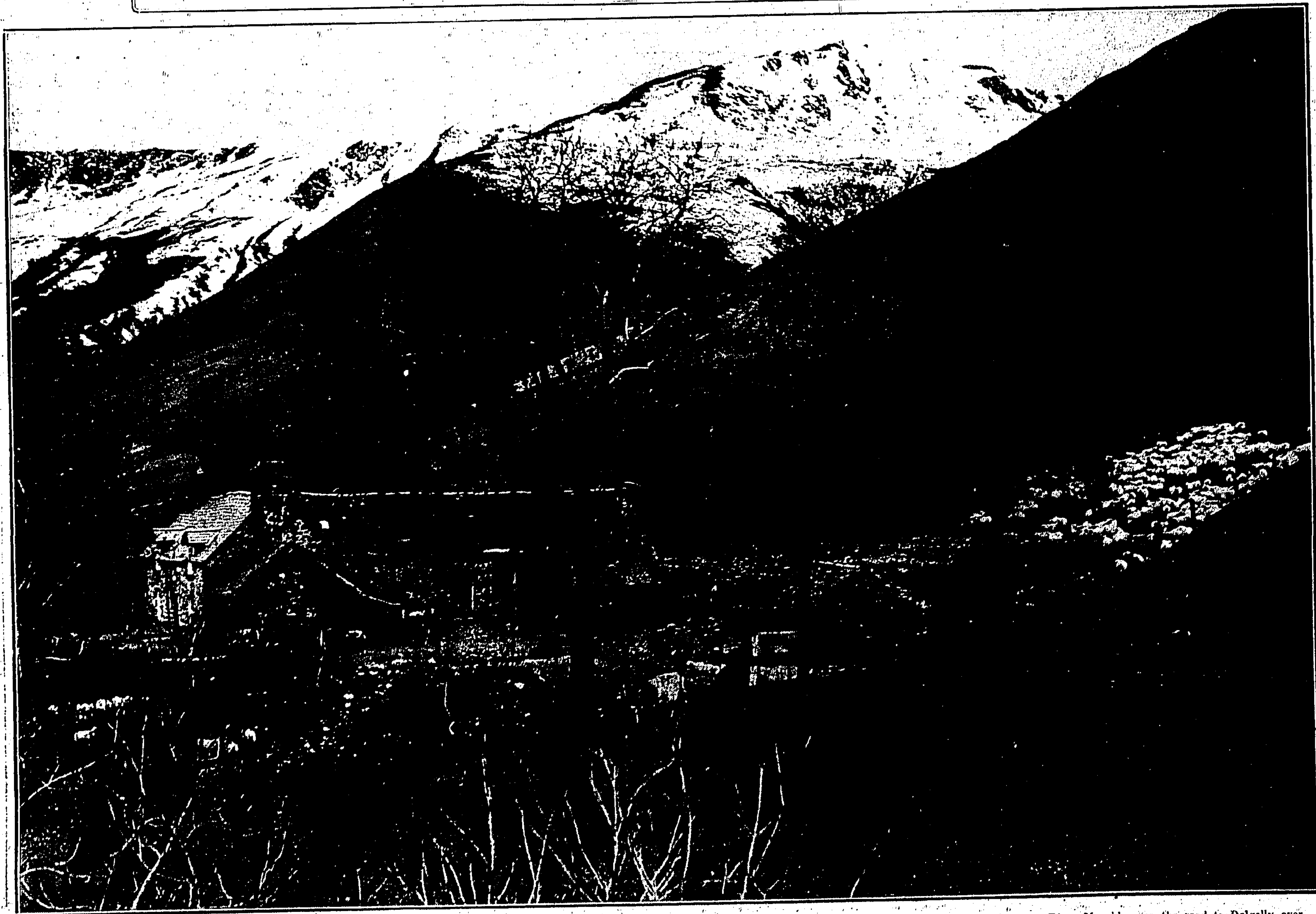
The pontoon bridge across the Fuh River, at Kweilin, Kwangsi Province. A large section of the city is on the opposite side of the river and the bridge is a busy thoroughfare.

MISSION IN KWANGSI.



The above photograph shows residences in the Compound of the American Southern Baptist Mission, Kweilin, Kwangsi Province. These foreign-style buildings are in strong contrast to their Chinese surroundings.

A WELSH PASTORAL: MOUNTAIN SHEEP IN WINTER REFUGE.



With the arrival of wintry weather, the farmers of North Wales have been busy bringing down the sheep from the mountain slope. Our picture, taken about two miles from Dinas Mawddwy on the road to Dolgelly over the Bwlch Oerddrws Pass, shows a flock of sheep which has been brought down to the farm from the snow-capped mountains seen in the background. (Times copyright).

The New Long Lines

Fashion Upsets Geometry and Proves That a Sweeping Curve Is the Shortest Distance Between Two Points on the Smart Silhouette



I
This Brown and Gold
Printed Lame Dress
For Sunday Evening.
Features the Long
Full-Flared Skirt.



II
Transparent Velvet
In Soft Powder
Blue. Adds New
Femininity
To Hostess
Pajamas.



III
The High Belt
Of This Fitted
Evening Gown
Of Panna Velvet
Marks a Waistline
Above the Normal
To Relieve Its
Straight Simplicity.



IV
This Ensemble
After Patou Uses
Jap Mink Abundantly
To Emphasize
The Gracious
Flare.

THERE is no short road to chic for either formal daytime or formal and informal evening wear, this winter. Rather, long lines point to smartness.

Now that mid-winter is upon us, the new modes are crystallized. The first spectacular and extravagant styles, those that were far more for display than practical wearing, have been modified. Styles are wearable, though new, by now.

Waistlines this winter take precedence over hip-lines. The princess silhouette has emerged quite the most popular one, though some empire styles are excellent for the unusual woman. Skirt fullness is better low than high. Sleeves and neck treatments have extreme originality, with a premium upon those that carry a romantic note in their makeup.

There is more formality, especially in such things as the use of long gloves for evening, and at least six-button length for afternoon things. Furs are lavish in their trim. Hats are elegant, though the off-the-face ones have proved not generally becoming and hence many new things have been done with brims of a sort.

Length, both for formal afternoon things and for evening party apparel, is a matter of inequality. The all-around floor length for skirts has not been voted into the wardrobes of many women. Mainly, because it carried such dignity with it that it implied age. What woman today cares to give up one whit of her hard-won, cherished spirit of youth?

At the opening of Stewart and Company, New York, a style show summed up costumes for various occasions that have received the stamp of approval from women of chic all over the country. They reflect modernism from the artistic as well as the fashion angle. They epitomize restrained modernism, and are rich, regal and very feminine. Some of them are shown here.

I. THIS Sunday evening frock, suitable also for any formal daytime event, is of glamorous printed lame, in rich browns and gold. It follows the fitted silhouette, with a narrow belt of self-fabric marking the normal waistline. Soft, circular godets fitted into the skirt portion round up to a low hip-line on both sides, dipping front and back in its folds.

The collar is a cowl one, a happy cut for such rich, gleaming fabric. On one shoulder a sweet bow of the fabric adds another feminine touch. The sleeves are long and fitted with tied cuffs.

II. THIS hostess pajama suit takes the most feminine of all colors, soft blue, in powder tone. It is transparent velvet, trimmed in becoming marabou of the same shade.

The trousers are rather conservative in cut, with a suggestion of the sailor flare at ankle length. They are fitted into a high waistline belt and a sweet little eggshell satin blouse with a draped neck tucks into them.

The three-quarters coat is shaped slightly form-

fitting, held together in front at a high waistline with a rhinestone clasp. The marabou, infinitely softening in its flattering beauty, outlines the entire coat's neckline, front and curving backline. The sleeves have wide cuffs of marabou.

With this, powder-blue brocaded lame slippers are worn, with gold and silver trim and gold and silver heels.

III. FOR evening wear there is this black panne velvet gown that is regal in its exquisite simplicity.

Its bodice is slightly full above a higher than normal waistline, with a neckline of classic V cut, deeper in the back, but devoid of anything that would spoil its line.

The skirt is intricately cut, to give a fitted hip-line with real grace sweeping it to fullness below. The skirt's hem dips in points, but so full is the bottom edge that where the points are long and where short is immaterial. The unevenness enhances the effect of grace and beauty.

IV. FOR receptions and for formal daytime wear of any kind, such as matinee parties, calls, matinees and card parties at one's club, there is this stunning green ensemble trimmed with Jap mink fur, lovely in its contrasting golds and browns.

The frock, a one-piece model, is of crepe, fashioned on princess lines, with unusually lovely manipulation introducing fullness in the skirt. The sleeves are very graceful, and the bodice has a sweet yoke effect with a velvet bow in front.

The coat follows the longer-in-the-back skirt line, slightly dipping in the rear. It is decidedly princess. It is made of matching green cashmere, with lavish use of Jap mink in its trim. The fur closes the front, bands the wrists, edges the lower hem and in addition to collaring it, fashions an amusing big flat bow on one side of the neck.

With this a rather conservative cut turban of green and green suede shoes with matching kid trim are worn.

V. SINCE pajamas have stepped up to the dinner table as hostess apparel and gone quite sportswear on the beach, many women are showing a preference for negligees for lounging, in their own boudoirs.

This delectable French negligee is of peach-colored satin, that luscious, becoming tint that heightens a woman's color and flatters her eyes.

It is utterly feminine in its cut, a semi-princess line, with Alencon lace fashioning a little hip-yoke for it. Alencon lace makes a wide border around its lower edge and dips out from the neckline to suggest a drop yoke effect for the sleeves that grow lavish in their width until they are veritable bell-shape at the wrist.

With this, shining gold mules add a charming note.

All Costumes on This Page Were Created for the Opening of Stewart and Company, New York.



V
Insertions
Of Alencon
Lace Are
Used Lavishly
On This
Peach Satin
French Negligee.

YOU HAVE THE COURAGE TO
INVEST MONEY IN MER-
CHANDISE.....TELL
THE PUBLIC ALL ABOUT IT!

In other words—
ADVERTISE IN
"THE HONGKONG TELEGRAPH."

Hongkong Telegraph.

Pictorial Supplement

January. 11th, 1930.

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IN THIS SUPPLEMENT.

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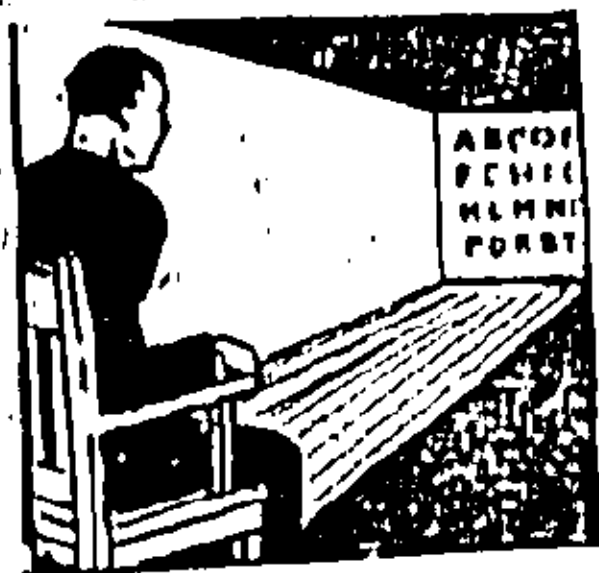


**The newest
in stockings**

One of the finest stocks of Men's Hosiery in the Colony will be found at Mackintosh's. There are designs, colourings and effects to suit all tastes and all are made from fine quality yarns which will give every satisfaction in wear.

Prices range from \$4.50 per pair.
Less 10% Discount for Cash.

Mackintosh's



Know!

There is only one way to know the exact condition of your eyes—an examination by an expert. You may think you see well, but are you sure? Find out. Have your eyes examined to-day. If a simple evening's pleasure ends in a headache, look to your eyes.

LAZARUS

Hongkong's Only European Optician—Established 40 years.

Manager:—Ralph A. Cooper
F.I.O. Registered Optometrist.
(Canada)



—THE MOST
IMPORTANT FOOD
OF ALL!

GIVE THE KIDDIES PLENTY

GUARANTEED PURE

THE DAIRY FARM, ICE, &
COLD STORAGE CO., LTD.



Group taken after the wedding, at St. John's Cathedral, of Dr. Edward Sun and Miss Constance Quan. The bridesmaids were Misses Edna Quan and Pearl Kwan, whilst the Misses Marjorie Fong and Betty Wong were the flower-girls, and Mr. C. W. Lam the "best man." (Photo: Mee Cheung).



The bridal party at the wedding, which took place in Macao recently, of Mr. Jose Nolasco da Silva, son of Mr. P. M. N. da Silva, the well-known Hongkong sharebroker, and Miss Maria A. M. Ribeiro, daughter of the late Lieut. A. Ribeiro, of the Portuguese Navy, and Mrs. C. M. Ribeiro, of Macao. (Photo: Ming Yuen).



Photograph taken on the occasion of the annual ball given by the bachelors of the Canton Club on New Year's Eve. The function took place at the Canton Club Theatre, Shameen.



A youthful "skipper" taken aboard the yacht "Plover." He is the eldest son of Dr. C. K. Ma.



Photo shows the funeral rites, at the Sikh crematorium, of Jamand Singh, an officer of the Punjab Regiment, who was found dead in his bed at Whitfield Barracks on the morning of January 2nd. (Photo: A. Leung).

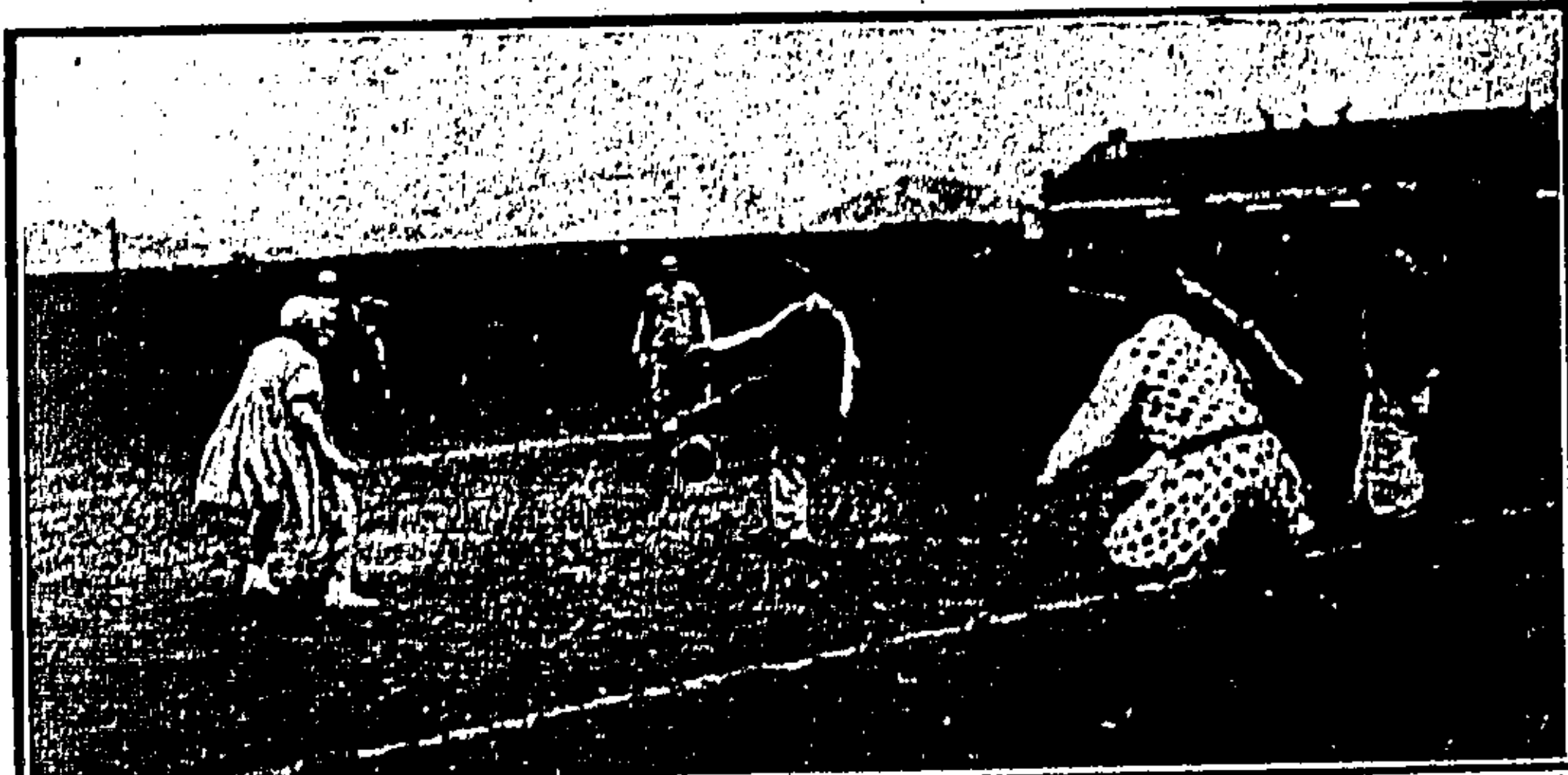


Stoker Harry Rowles, Heavy-weight Champion of the Colony, photographed wearing the title belt.

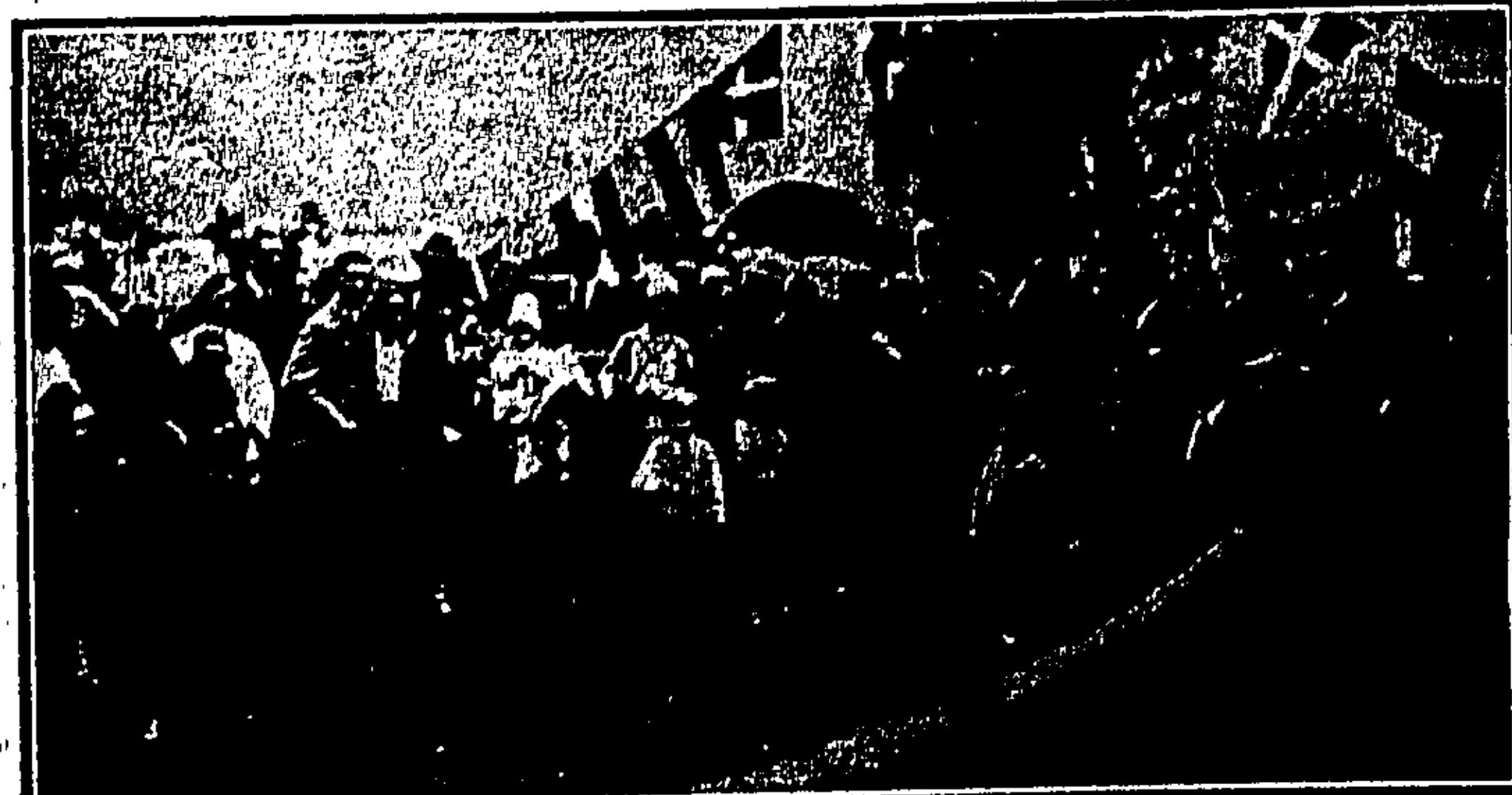
**DO NOT FAIL
TO VISIT
WHITEAWAYS**

**WINTER
SALE**

ON
MONDAY.



There was plenty of fun and frolic at the carnival held at the Kowloon Football Club's ground on New Year's morning. Above, the football match in progress; below, the participants in the game, with Circumference and Lady de



These snapshots show youngsters enjoying themselves at the annual sports held under the auspices of the Police Recreation Club on New Year's Day. The kiddies spent a very happy time. (Photos: Mee Cheung).

YOUTH AT THE WHEEL.

[It is suggested that a motor driver of 17 is likely to have more road-sense than an older person.]

Youth at the helm is best, they say.

His strong hands hold the steering wheel.

And as he hurries on his way

What qualities he doth reveal.

Since fear and he are utter strangers,

He meets unmoved a hundred dangers.

He never pauses to debate

What course were better to pursue.

His road-sense is, indeed, innate;

Whatever hap he knows his cue.

Though other's driving be erratic

His style seems almost automatic.

Where older men might lose their nerve

Triumphantly he carries on.

The idiot blinding round a curve

He dodges nimbly and is gone.

The tactful lorry does his bidding,

Even though it may be skidding.

But it is sad to think that he

Must every year deteriorate,

Will, say, at twenty be will be

Most likely in a parlous state,

And must at last make way for

others,

His yet more brilliant younger

brothers.

Touchstone in the Daily Mail.

FRONT DRIVE CARS.

Another to be Made.

GARDNER ENTERS FIELD.

A new front wheel drive car will be put on the market by the Gardner Motor Company.

This company has been building the front wheel drive Ruxton

under contract with New Era Motors Inc., but the new Gardner

car will be independent of this.

The company will not discontinue the manufacture of their

other lines, but will produce a

standard six and eight as well.

The new car will be the lowest

priced front drive car produced in America.

ENDLESS GARAGE.

Elevates Parked Cars.

"COIN IN SLOT" CONTROL.

A slot machine garage has been opened in Pittsburgh (U.S.A.). The garage is really an endless elevator, running in two towers, with spaces in the "belt" for cars.

In use, one space is brought to the drive-in level, the car is driven in, and the machinery elevates it, and brings the next space up ready to be occupied.

Two endless chains support the platforms; these run over sprockets at the top and bottom. Between them are slung the platforms, which are like rigid flat hammocks. Attendants run the elevator by moving levers, but when the garage is unattended motorists can obtain a key to the controls by putting a coin in a slot machine.

The apparatus occupies only the ground space of a two-car garage, and can be installed in old or new buildings which are strong enough to support it. The scheme was developed by the Westinghouse Electric Company, who have prepared plans for a larger machine to park buses while waiting for peak hours.

STOP THIEF.

Inventors' Ideas.

LIGHTS, BELLS, LOCKS.

At the recent exhibition of inventions in London, several devices to thwart the car thief and joyrider were submitted.

Most of these consisted of locks on the various controls and fuel supply.

One is unique in that the lock stops the petrol supply. While the tap is unlocked the key is firmly held in the lock, and cannot be withdrawn. It is claimed that this obviates the necessity of searching for the key to lock up, but the inventor does not explain what happens if the key is lost through being carried loose, and not on a key ring.

Other ideas are more original, one rings a bell if the car is taken without the owner's consent, while another lights a red lamp in front of the car.

ENGLISH SPEED LIMIT TO GO.

Proposed New Road Laws.

INSURANCE TO BE COMPULSORY.

The greatest interest has been aroused at Home in the Government's Road Traffic Bill, the text of which is summarised on page 2. It is anticipated that the Bill will be passed into law by next summer. The opinions of leading motorists are given below.

By the "Daily Mail" Political Correspondent.

The Government hopes to have the Road Traffic Bill on the Statute Book by the summer of next year. The Bill is to be read a second time in the House of Lords, on Thursday.

I learn that organisations representing local authorities have not yet given their approval to the clauses which set up new licensing authorities for public service vehicles.

Public safety has been the impelling motive of the new provisions. Although the speed limit goes, it is claimed that the new road regulations will cause the motorist to drive with a far greater sense of responsibility than under the chaotic regulations which are being superseded.

Under the new licensing system for motor-coaches and omnibuses there will be regulation of speeds, routes, times, and fares. Road transport organisations will be compelled to work unremuneratively, as well as remunerative routes, and wasteful competition will be checked.

The pedestrian, as well as the motorist, will be affected by the new code of the road which the Ministry of Transport is to issue, and I learn that some educational work is in contemplation.

Road signs will be simplified, standardised and controlled. Unauthorised and confusing signs are to be swept away. Signals will be made uniform.

71 New Officials.

It is proposed to appoint 12 whole-time paid chairmen of Commissioners for the new areas. The 24 assistant Commissioners will be part-time officials and will pro-

bably receive travelling expenses only.

Thirty-five new officials will be appointed to undertake the inspection of public service vehicles and to recommend certificates of fitness, and there will have to be a larger number of part-time experts whose services can be drawn upon.

All the cost of the new system will be borne by the Road Fund. The new laws will come into force in stages as authorised by the Minister of Transport.

By Mr. A. P. Herbert, the Novelist.

I am not anti-motorist, but I am in favour of human life. I know that roads are sometimes bad and that pedestrians are sometimes foolish, but the pedestrian is the weaker vessel. Until he is perfectly educated and the roads and other conditions—including the manners of the very young motorist—are perfect I do not think that it is the time to give carte blanche to speed.

At this moment when the daily deaths are 17 or more we are going to give absolute freedom to the "speed merchant" because some skilled drivers can drive fast without doing harm.

When we have perfect pedestrians and perfect motorists and perfect roads I will say, "Have no speed limit by all means, but not till then."

I am all in favour of the 30 miles an hour speed limit, or even less, for the monstrous motor-coach. Logically, however, one might ask, "Why is it necessary to have a speed limit for these highly trained drivers but not for the private car-owner—the young man dashing to Brighton, who has no training whatever, and so far as one can judge, no sense of responsibility?"

By Sir H. Segrave.

It ought to be made certain that there is no victimisation of individuals and that too much power is not put into the hands of the insurance companies. Some plan should be devised to make certain that every motorist gets proper treatment and that in the event of his being refused by one company he is still able to become insured if he is at all an insurable risk.

The general manager of the motor department of one large company said:

The law cannot compel a man to insure unless it also gives him facilities for doing so. As I understand the position, nothing has so far been done to enable the man to insure who is at present refused a policy by all companies. It may be that eventually the system now in operation in America will be adopted whereby every insurance company undertakes upon a "rotal" system to accept the policies of unprofitable drivers.

Our statistics show that speed is nearly always the determining factor in serious accidents, and it is not the inexperienced motorist who is generally guilty of speed.

An official of another insurance company said:

There may be an increase in tariff rates, but you must remember that there is to-day a great deal of competition between the various insurance companies and there must be very few drivers whom no company will accept at certain rates. Those whom nobody will accept are surely better off the road.

By an Official of the R.A.C.

The Bill appears to be a genuine attempt to bring the law into line with modern motoring conditions. The clause dealing with careless driving protects the motorist against a major charge imputing grave recklessness for what may be only a minor or even technical offence.

The abolition of the speed limit will remove the irritation caused by fines for exceeding 20 miles an hour on a wide, open road, and will release the police to deal with the motorist who, by driving fast in the wrong place, passing on blind corners, cutting in and other dangerous practices, is a danger to himself and all other road users.

Major Stenson Cooke, the secretary of the Automobile Association, said:

We support anything in the direction of penalising the dangerous driver, but motorists must be adequately safeguarded against all possibilities of injustice.

The raising of the minimum age limit for motor-cyclists is a question affecting large sections of the

public as well as the industry. For this reason any alteration in the present law can only be justified by conclusive evidence establishing that an abnormal number of accidents are caused by persons of the ages that it is proposed to exclude and that there has been an abnormal degree of recklessness.

Mr. F. C. Bristow, the secretary of the Commercial Motor Users Association, told me that he saw no reason why the Minister should not have followed the recommendation of the Royal Commission for a 35 miles-an-hour speed limit instead of 30 for heavy pneumatic-tired vehicles. With modern braking systems and pneumatic tyres the modern lorry and motor-coach were as safe as any vehicle on the road.

With regard to the clause which does not allow a driver to be employed for more than 10 hours in the 24 or for more than five hours continuous driving, he pointed out that though a driver may be on duty for 12 hours, he may be only driving for four or five hours and be resting for the remainder of the time.

CHURCH ON WHEELS.

Strange New Uses for Motor Cars.

ALSO BATHROOM.

Two uncommon motor vehicles have just been completed to special order by British manufacturers. They are a travelling bathroom, ordered by an Indian Prince, and a motor church, built to the specification of a Christian missionary society.

The mobile bathroom is built on a 30 cwt. chassis and the interior includes a porcelain lined bath, wash-hand basin, divan and dressing table, all of which are cleverly designed to fit into the relatively small space available.

An ingenious apparatus, controlled by a thermostat, transfers the waste heat from the engine to the bath water system, ensuring a constant supply of hot water service.

PUNCTURE-PROOF TYRE.

A puncture-sealing tyre tube has been put on the market by a well-known tyre manufacturer. By means of a strip of compressed special rubber attached to the inside of the tube, any hole, after the cause of the puncture has been withdrawn, will immediately seal up.

Special springs and Dunlop pneumatic tyres are fitted to the vehicle to ensure smooth running over rough jungle tracks. The car is to be used in the Prince's hunting expeditions and is fitted with a special glass which permits a clear view from the interior without the occupant being visible from the outside.

The motor "church" is mounted upon a lorry chassis fitted with Dunlop tyres and it is equipped with an altar and reredos. The body is built so that it can be used as a pulpit and the vehicle was consecrated before it was put into a constant supply of hot water service.

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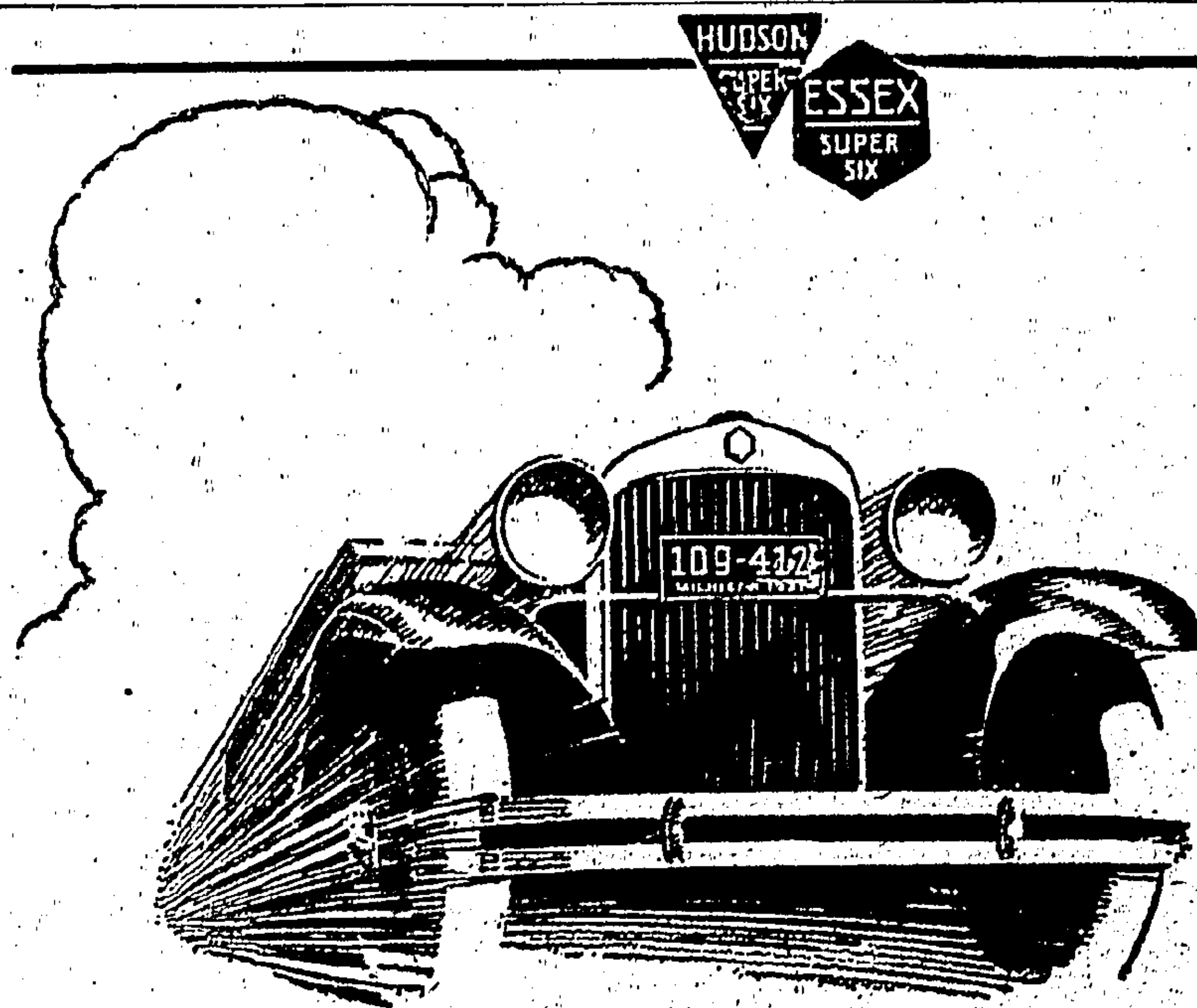
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116" Wheelbase Buick Models G\$1,800 to G\$1,940
124" Wheelbase Buick Models G\$2,240 to G\$2,275
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COULD YOU GIVE UP DRIVING?

[By L. S. Gladman.]

For years I have never heard of anyone giving up motoring once they have taken to it, but within the past few weeks I have come across two instances. Both of these back-sliders boast about it in the Press, and both have become more or less rabid anti-motorists.

One's first impulse is to dismiss such cases with contempt; the world is full of odd people. But on second thoughts one begins to become interested, and possibly glibly of getting at the cause of what seems to most of us motorists a very unusual state of mind.

One of these defaulters says that he has given up motoring because of the shockingly bad driving of his companions on the road and his disgust at the way they behave. He now champions the cause of the non-motoring section of the public by vilifying motorists at every possible opportunity.

The second on the list says that he had given up motoring because he was such a bad driver. Here, I think, we have the more honest man. There are some people who will never, with all the training and all the care in the world, make good drivers. There are but few of these, but the few are constitutionally incapable of handling a car, just as I am constitutionally incapable of handling a piano. One does not despise them; perhaps a little pity for what they miss is indicated, and to those who admit their shortcomings, a certain amount of praise.

I can understand, however, such an one saying that he cannot drive, but wishes he could and letting it go at that. But I cannot grasp why the gentleman of whom I am writing should say that he has given up driving because he is such a bad driver and then begin to attack motorists in the mass. One of his attacks is in regard to the speed limit. He says that it must stay, and if repealed, he will go to his utmost to work up the patriotism of the country into an outcry for its reinstatement.

The Speed Limit. Here, perhaps, we have the secret of his not being able to drive. Anyone who thinks that the existence of the speed limit of 20 miles an hour makes any

difference to any motorist, from van-boy to Cabinet Minister, is absolutely lacking in intelligence. Not one of us for one solitary second is ever kept in check by fear of the speed limit; we are checked by common sense, regard for others, regard for ourselves, &c., but not by a stupid and archaic speed limit. And, on the other hand, he who wants to act like a hound will act like a hound, speed limit or no speed limit. So the poor old limit is a wash-out either way.

It is, therefore, lack of intelligence and an ability to size a situation up that makes people regard the 20-mile limit as something approaching divine, and he who thinks on these lines will probably act in as stupid a way at the wheel of a car.

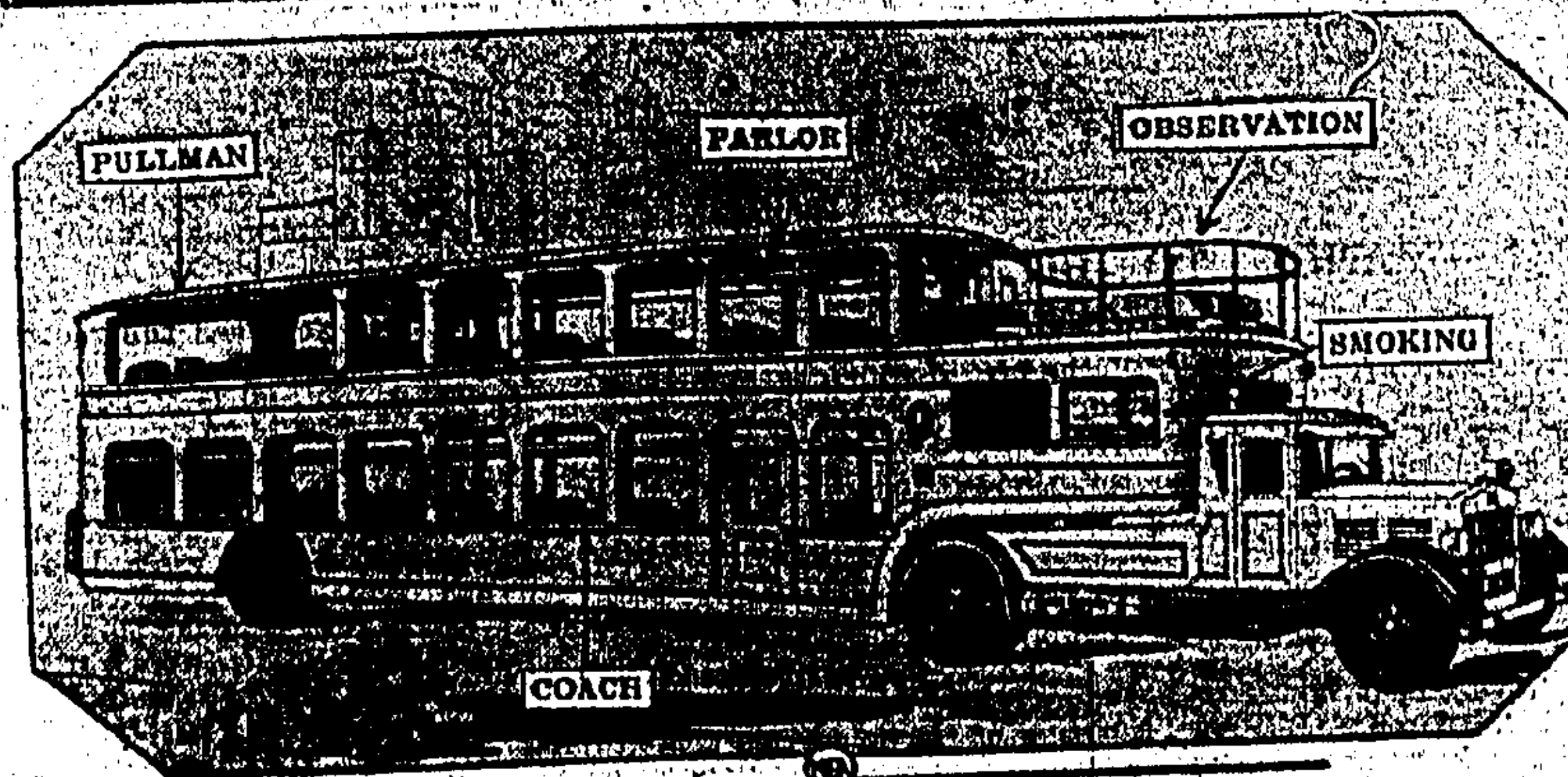
Utility and Sentiment.

All this leads us to the question—Could you give it up? I doubt if one in a thousand could give up motoring except under very serious compulsion. Having once been bitten, only utter ruin could make most people dispense with some sort of car to get about in. Of course, some of us would be more lost without cars than others. Those of us who live in the country at some distance from a railway, look upon cars as so much part of the daily routine of living that going suddenly without would be like having the light cut off or something similar; we shouldn't perish, but we should be very seriously handicapped in living.

And, in addition to the utility aspect of the case, there is the sentimental. Most of us not only like motoring, but we like motoring in our own cars. We get to love our buses as yachtsmen love their craft; we cherish them and, maybe, go without many things in other directions to be able to own them.

Could you give it up? Think what it means. I doubt if any average motorist could. I can imagine a man who has had a terrible smash through his own fault swearing off. Added to the nervous shock there would be remorse, which might well make anyone swear off. But in ordinary circumstances, ordinary, balanced people will continue to drive, behaving themselves, treating others as they would be treated themselves, and looking at the crank with amused tolerance.

NINETY-SIX PASSENGER MOTOR BUS.



What modern motor bus transportation has come to—a coach that includes all the accommodations of a train—coach, parlor, pullman, observation and smoking cars. This coach is built for 96 passengers and also have lavatory equipment, radiators in the parlor compartment and other service features.

[By Israel Klein.]

Bus transportation in the United States is fast taking the lead in conveying increasing numbers of passengers over growing networks of highway lines.

Railroads, electric street railways, rapid transit lines are losing to the motor coach the traffic that ordinarily would come to them. Bus manufacture is increasing as fast as that of passenger automobiles, the coaches are being built to furnish every conceivable comfort, and additional lines of transportation are being laid out almost daily.

The vast increase of bus travel in the U.S.A. is brought out by publication in the Journal of the Society of Automotive Engineers of a report by Frederick C. Horner of General Motors on the application of motor transport to passenger movement. This report was presented to the society at its recent convention in Toronto.

According to Horner, motor coach transportation in one year, 1927, saved the travellers of the United States at least \$100,000,000. If that's true, considering the increase of travel last year and this, this saving must have risen considerably over that figure.

Tripled in Five Years.

The reason for this is the tremendous increase of bus passenger travel in the last five years. As shown by Horner, this in-

crease from 1922 to 1929 amounted to 1,674,000,000 passengers, or 197 per cent. over the passenger travel of the previous five years.

At the same time that this tremendous increase of bus transportation was registering, the steam railroads lost nearly 93,000,000 passengers, or 9.7 per cent. of their total traffic, and the street railway lines lost more than 400,000,000 passengers, or 3 per cent. of their total.

A great deal of this lost traffic went over to the motor buses.

Yet motor buses barely existed 15 years ago. In 1912 there were a few motor "stages" in the western part of the United States. With the beginning of 1926, there were 70,000 motor buses in the country. But three years later this had grown to 92,400.

Exceeds Rail Mileage.

To-day the number of motor coaches in operation exceeds 100,000, while their total mileage on scheduled routes is around 725,000, compared with 250,000 route miles of the steam railroads. Of the total motor bus mileage, however, only 290,000 miles are classified as common carrier routes, the rest being devoted to sight-seeing, hotel and school routes.

Bus transportation is divided into two services—short-haul interstate or intra-state service, and interstate or long-haul lines. Last year saw the transportation of nearly 200,000,000 passengers or short hauls, with an average of nearly 14 miles per passenger. At the same time nearly 30,000,000 passengers were carried over the longer inter-state routes for an average of about 50 miles per passenger.

For long-distance travel, buses have been built providing every possible comfort for the passengers. One type of coach manufactured at Grinnell, Ia., provides five types of accommodations equivalent to coach, parlor, pullman, observation and smoking cars of a railroad train—all in one coach. Another type of coach provides a kitchen in addition to pullman service for the convenience of the travellers.

In one instance of a transcontinental motor coach line, the

traveller may change from coach to train for overnight travel, or from coach to plane at various points along the route.

Railroads Adopt Buses.

Railroads, at first antagonistic to bus transportation, have seen their error in delaying the adoption of this new mode of travel and are fast adapting this to their own benefits. According to Horner, more than 300 electric railway companies in the United States and Canada are now operating nearly 11,000 motor coaches covering more than 20,000 route miles in conjunction with their rail service.

Some 50 addition companies have entirely scrapped their electric equipment and are now operating with about 500 motor buses alone. Many large steam railroads have abandoned short lines or spurs on their systems and replaced these with buses. In one case a steam railroad, is saving \$25,000 a year where one motor coach has replaced a daily train.

The railroads have discovered room for immense savings by the operation of buses in place of short haul trains. The Boston & Maine railroad, for instance, has found that the cost of running a steam passenger train, without any charge for road-bed or rail maintenance, was \$1.59 a mile. The cost of operating electric railcars was 72 cents. But the operating cost for buses was 29 cents a mile.

Thus the railroads are profiting in two ways from the use of buses, where formerly they operated at a loss. First, they have reduced their losses on unprofitable train operations and, second, they have increased passenger revenue from motor coach lines acting as feeders to the long haul rail systems.

Besides using buses to replace local train service, or as feeders to their main lines, railroads have also found use for them in touring services at summer resorts, national parks and such accommodations, to carry employees from and to railroad shops, to act as links between train terminals and the heart of cities, such as New York, and to make local stops between zone points of fast trains.

NEW MOTOR CYCLES.

Comfort as Well as Speed.

[By the "Daily Mail" Motoring Correspondent.]

As a further concession to silence, which, with safety will, as I stated recently, be the keynote of the Motor Cycle Show at Olympia, Kensington, W., I am able to announce the first details of two new machines made by a famous firm.

These machines have been specially designed to give the utmost control and safety combined with silence, and they are made by a firm which in the past has had a great reputation for building successful high-speed machines for races and competitions.

They are two new Nortons with 490cc overhead valve engines of the two-port type. In the past two-port engines were largely identified with racing work, as it was claimed that they allowed a freer passage for the exhaust gases. Messrs. Norton have always adhered to singleport machines in their racing designs, however, and in these new machines they have adopted a two-port design for the first time. Although the machines are fast, they are not designed purely for high speed, but rather for comfort and silence.

Another mechanical novelty at the show, will be a 248-h.p. machine with an overhead engine. This is a Dunell

UNINSURED DRIVER.

Coroner and Duty to the Public.

At an inquest at Leytonstone, E., recently on Harry Stephen Clayton, aged eight, of Byron-road, Leyton, E., who was knocked down by a motor-car in Lea Bridge-road, Leyton, Mr. B. Skerry, of Lea-street, Dalston, E., the driver of the car, said that he was not insured because he had been driving only six months and intended selling the car.

A Juror: It is not right for you to drive a car for six months without insuring. What about other people?

Dr. Ambrose, the coroner: You are certainly asking for trouble. It is your duty to the public if you drive a car to insure yourself, unless you are prepared to pay compensation out of your own pocket. If you get any more cars you must insure.

A verdict of Accidental Death was returned.

MONUMENT TO SPEED.

Daytona Beach, Fla., is contemplating the erection of a monument on which will appear the names of all the automobile race drivers who set speed marks on the Daytona track.

and it will be the only machine with so small an engine to use an overhead camshaft, which, though regarded as superior in the larger classes, has never been tried on a 250cc engine.

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Model	Net Weight	F. O. B. Factory Price	Extra	Packing (Including Assembly, Delivery)	Hongkong Price
No. 1 Combination (Chemical Pump, Ladder)	4125 lbs.	£1303.00	—	590	£1362.00
No. 5 Combination (4" Chemical Tanks and Ladder)	4200 lbs.	3100	—	590	3690
No. 10 Combination (Pump-Ladder, Booster)	4000 lbs.	2620	—	590	3400
No. 2 Pump only, 150 gal. per minute	255 lbs.	200	—	55	255
No. 3 Pump only, 250 gal. per minute	295 lbs.	300	—	60	360

SOUTH BEND STREET FLUSHERS & SPRINKLERS FOR "L Q" CHASSIS.

350 Gal. Flusher with 2 Nozzles	1575 lbs.	£1700	375	255	£2230
350 Gal. Flusher with 1 Nozzle	1575 lbs.	1650	310	250	2210
300 Gal. Flusher with 2 Nozzles	1475 lbs.	1650	375	245	2270
300 Gal. Flusher with 1 Nozzle	1475 lbs.	1600	310	240	2150
400 Gal. Gravity Sprinkler	1025 lbs.	625	25	180	830
350 Gal. Gravity Sprinkler	825 lbs.	600	25	155	780

Extras include Road Oiling Attachment (200' 2 Head Sprinkler Attachment (100' Single Head Sprinkler Attachment (35' Self Starter on Flusher (75)

MIFFLINBURG BODIES FOR "L Q" CHASSIS.

Police Patrol Body & Cab	No. 407 9	1100 lbs.	£1470	—	150	£1620
Ambulance Body & Cab	No. 406 9	1150 lbs.	1450	—	150	1600
Panel Furniture Body & Cab	No. 405 9	1250 lbs.	1300	40	173	1520
Panel De Luxe Body & Cab	No. 405 9	925 lbs.	274	40	126	440
Open Cab only	No. 5 9	925 lbs.	65	—	45	110
All Weather Cab	No. 507 9	425 lbs.	100	—	50	150
De Luxe Cab	No. 506 9	425 lbs.	60	30	50	170
Platform Body only	No. 388 9	410 lbs.	46	—	54	100
Open Express Body only	No. 765 9	400 lbs.	70	—	64	130
Comb. Express Body only	No. 796 9	725 lbs.	62	—	58	150
Stake Body only	No. 307 9	750 lbs.	62	—	68	160
Open Express Body only	No. 392 9	735 lbs.	69	—	71	170

Canopy Top Express Body	No. 302 9	375 lbs.	106	—	60	175
Removable Top Body only	No. 247-9	625 lbs.	110	—	80	200
Ice Body only	No. 163-9	800 lbs.	124	—	86	210
Rack Stake Body only	No. 982-9	800 lbs.	122	—	83	215
Freight & Pass. Body only	No. 711-9	650 lbs.	156	—	78	235
Gravity Dump Body 1 cu. yd.	No. 550	1620 lbs.	135	70	110	275
Gravity Dump Body 1 1/2 cu. yd.	No. 551	1655 lbs.	135	30	116	280
Hand Dump Body 1 cu. yd.	No. 552	1620 lbs.	135	30	110	275
Hand Dump Body 1 1/2 cu. yd.	No. 553	1655 lbs.	135	30	116	280
Hand Dump Body 2 cu. yd.	No. 554	1610 lbs.	218	30	132	380
Hand Garbage Body 2 cu. yd.	No. 555	1120 lbs.	160	—	125	285
Mechanical Dump Body 1 1/2 cu. yd.	No. 556	1655 lbs.	250	30	120	400
Mechanical Dump Body 1 cu. yd.	No. 557	1620 lbs.	225	30	116	370
Comb. Gravity and Hand Dump Body 1 cu. yd.	No. 558	1620 lbs.	150	—	120	280
All-Steel Express Body 8'	No. 559	700 lbs.	108	—	82	190
All-Steel Express Body 9'	No. 560	800 lbs.	128	—	92	210
All-Steel Express Body 10'	No. 561	900 lbs.	150	—	100	230

Extras include Sedan Vestibule Doors (30) Wheelhouse sliding doors (10) Twelve inch Flare Side Boards (30)

MISCELLANEOUS EQUIPMENT FOR "L Q" CHASSIS.

Highway Trailer 3 Ton	No. 3075	1650 lbs.	G450	240	275	G485
Highway Trailer 2 Ton	No. 3071	1300 lbs.	245	150	145	5
Columbian Tank 350 gal (3 Conn.)	P.O. 314	160 lbs.	120	85	145	4
Dual Duty 6 Wheel Extension (173")	500 lbs.	225	—	60	225	2
Martin-Perry Extension (155")	180 lbs.	100	—	25	135	1
Extra for 32 x 6 Truck		12	—	—	12	—
Tyres & Tubes per set		23	—	—	23	—
Extra for 32 x 6 H.D.		23	—	—	23	—
Tyre & Tubes per set		23	—	—	23	—
Extras include 21" 5th Wheel (120) Screw Legs (120) 25" Light 6th Wheel (75) Spare legs (75)						
Side Carrying Racks (40) Internal Safety Valve (20) Rear Bumpers (15) Mufflers (10)						

MIFFLINBURG BODIES FOR "AC" CHASSIS.

Cab Top Express Body and Cab	No. 120 9	600 lbs.	£1133	40	77	£1250
Canopy Express Body & Cab	No. 123 9	568 lbs.	155	40	85	280
Freight & Pass. Body & Cab	No. 104 9	625 lbs.	190	40	90	320
Panel De Luxe Body & Cab	No. 925 9	710 lbs.	208	40	102	340

Extras include Sedan Vestibule Doors (30) Wheelhouse sliding doors (10)

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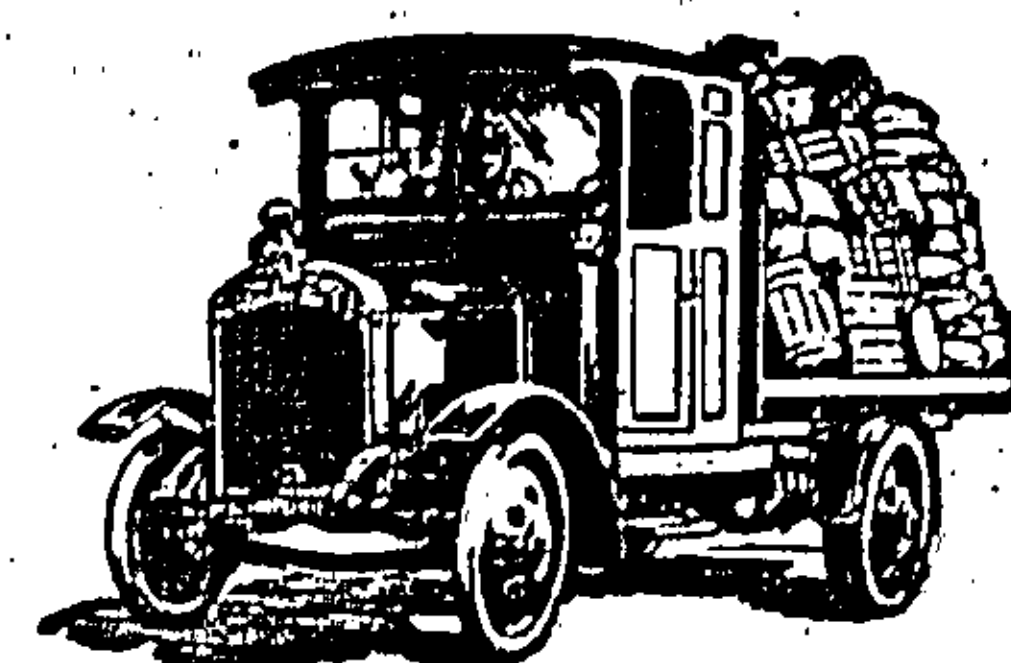
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CANTON TO QUASH REBELLIONS.

ATTACK ON MAIN BASE OF KWANGSI INSURGENTS.

HAINAN EXPEDITION.

Canton, Jan. 10.

Mr. Koo Ying-fan, the Chief of the Civil Officials Department of the Nationalist Government in Nanking, who has been on a visit to Canton, returned to the city yesterday after having been on a flying visit to Wuchow. His Excellency General Chang Ming-shu, Civil Governor of Kwangtung, had accompanied Mr. Koo Ying-fan and returned with him.

Whilst in Wuchow, Mr. Koo Ying-fan attended an important military conference at which General Chan Chai-long, Commander-in-Chief of the Cantonese forces, was present and also most of the other high commanders engaged in the suppression of the Kwangsi rebellion.

At this conference it was decided that the 6th and 8th Route Armies should continue to follow up the enemy and attack his main base at Luchow, with the object of once and for all wiping out completely the rebel Kwangsi forces.

Mr. Koo Ying-fan will remain a few days more in Canton and will then return to Nanking via Hongkong and Shanghai.

In the meantime, Admiral Chan Chak, Commander-in-Chief of the Kwangtung Provincial Fleet, has left for Hainan Island with a squadron of gunboats and two aeroplanes to suppress the rebels who have been creating trouble in the island for some time. They are reported to be only about 2,000 strong and Admiral Chan Chak has taken the very pick of his marines and naval forces to exterminate them, a job which he hopes to accomplish in the shortest possible time.

The Admiral was given a great send-off when he left with his squadron from the Government wharf at the end of the Wing Hon Maloo. Nearly all the Government officials were present to bid him farewell and wish success to his mission. Those present included Mr. Hsu Sung-ching, who was acting head of the Government for a few days during the absence of His Excellency General Chan Ming-shu at Wuchow.—Our Own Correspondent.

FOOTBALL TOUR.

HONGKONG PLAYERS FOR BANGKOK.

The football team of the Catholic Young Men's Society has accepted the invitation of the Sporting Club of Bangkok to undertake a football tour and will soon leave for Siam. Mr. J. S. Shuk, the Vice-President of the Society, and a keen local football enthusiast will act as manager. The team will consist of 16 players, with A. Shuk as Captain and Chu Ping-fai as Secretary.

The following gentlemen and firms have made generous donations towards the funds for the trip:—Hon. Sir Shouson Chow, Hon. Dr. S. W. Tso, Messrs. Choa Pa-sien, H. Dixon, the British American Tobacco Co., Bank of East Asia, M. K. Lo, F. W. Fitz-Gibbon, W. E. Hollands, the Spanish Procurement, Nanyang Brothers Tobacco Co., Wong Kam-fuk, Woo Hay-tong, Mok Kon-sang, Hon. Mr. J. P. Braga and the Rev. Fathers of the R. C. Mission.

CHINESE PRISONERS IN RUSSIA.

NONE RELEASED BY THE SOVIET YET.

Harbin, Jan. 10.

While the Mukden Provincial Government has released over 1,000 Soviet prisoners from the concentration camps in the Sungari River districts in Manchuria, the Soviet Government has so far not released the hundreds of Chinese prisoners in Soviet territory. The members of the families of these Chinese prisoners are making petitions to the Mukden Government on the subject.

Communist Mongol youths, who took Hailar from the Chinese during the recent Soviet retirement, withdrew from the city on the 6th instant. Hailar was again occupied by Manchurian troops on the following day.

In one of the most exciting games followers have witnessed for some time past, the Hongkong Polo Club beat the Hongkong Officers beat the Old Lots by two goals to one yesterday afternoon.

HAGEN COMING.

GUARANTEE LIST TO BE OPENED.

Walter Hagen, the British open golf champion, accompanied by Kirkwood, the famous Australian player, will be passing through Hongkong in April on their visit to Australia, and in order to expedite arrangements for an exhibition match here, the Royal Hongkong Golf Club are now opening at Fanning, Deep Water Bay and the Club office a guarantee list.

If any considerable response is met with, the Committee will be in a position to make an offer. The idea is that the old course at Fanning should be thrown open to all who care to take a special ticket, the price of which will be \$3 or \$5. In the event of the gate money not reaching the amount agreed upon with the visitors, guarantors will be called on pro rata to make up any deficiency or part of any deficiency. No limit is placed on the amount of the guarantee, but any sum of \$5 and upwards may be placed on the list.

It is important that those interested should make a ready and generous response in order to enable the Committee to be in a position to make Hagen and Kirkwood an offer as early as possible. It would be a great pity if, through lack of support, Hongkong golfers allowed to pass this splendid opportunity of seeing two of the world's most famous players in action at Fanning. It is very rarely that we get champions this way, and when they do come the sporting community should do all they possibly can to induce them to play. The lawn tennis people succeeded in raising sufficient funds to induce Cochet and his colleague to appear, and surely the golfing fraternity can do likewise in the case of Hagen and Kirkwood. There will be a big crowd at Fanning over the week-end, and it is to be hoped the list will be freely signed.

Of course at this stage it is impossible to say what form the match or exhibition will take, nor whether 18 or 36 holes will be played. Possibly some inducements to provide an extra good show might be put up by the Club or private individuals in the shape of a bonus if 70 were beaten. The borge of the old course is 76.

As it is not at all likely that a gate of any dimensions would be attracted on an ordinary week day, it is probable that no match will be arranged except on a Saturday, Sunday or public holiday.

The Interport Programme.

Shanghai and Manila having definitely accepted the invitation to send teams to Hongkong for the triangular tournament, the Committee of the Royal Hongkong Golf Club have arranged the programme of Interport matches. The Shanghai team will be here first, arriving, according to present arrangements, on Friday, January 31. They will immediately go out to Fanning to practice and will also have the use of the course on the Saturday. The first match will take place on Sunday, February 2, when Shanghai will meet Hongkong, and it will be continued and concluded on the following day. Both four-balls and singles will be played.

The Manila players are due here on Monday, February 3, and in view of the fact that the Shanghai team are sailing on the Thursday, they will go into action the following day. Manila's match with Hongkong takes place on Tuesday and Wednesday, February 4 and 5. The Interport dinner will be held on the night of the 5th.

On February 6, the Shanghai team will leave and Manila will spend a quiet day at Fanning. The Hongkong-Manila match has been fixed for Friday and Saturday, February 7 and 8. The visitors return to Manila on Sunday, the 9th.

The six players to represent Hongkong have not yet been chosen, but it is certain a very strong team will be got together. Writing in the S. C. M. Post on Thursday, "Back Spin" put forward the claims of Shevan, Marston, Boumpfey, Ferguson and Wrigley, adding that there are plenty of candidates for the last place.

LOCAL HOCKEY.

CLUB V. K.O.S.B. MATCH CANCELLED.

The hockey match arranged between the first team of the Hongkong Hockey Club and the King's Own Scottish Borderers to be played next Wednesday has been cancelled. The Club first eleven will now play the Navy on Friday at 4.45 p.m. on the U.S.R.C. ground, the team being as follows:—C.L. Gregory, W. Woodward, J. Rodger, H. Owen Hughes, A.A. Dand (captain), J.E. Noronha, T.J. Price, G.E.R. Divett, C.C. Francis, E.J.R. Mitchell and D.M. McDougal.

The second team of the Hongkong Hockey Club to meet the H.K.S.R.A. at King's Park on Monday at 4.45 p.m. will consist of R. W. Sapsed, L.A. Ri Duncan, L.F. Nicholson (captain), B.L. Upsley, R.W. Skipp, H. Marston, Major Kerrich, A.N. Other, L.G. Frost, O. Butler and E. C. Fincher.

SLUM CLEARANCE.

BIG SCHEME PLANNED FOR CITIES IN BRITAIN.

London, Jan. 10.

The Health Ministry's new Slum Clearance Bill, which is to be introduced in Parliament after the recess, will, it is believed, stimulate the process of improving the meaner parts of the leading cities, but already large schemes are in hand.

In London, a programme has been drawn up for the clearance of over 200 acres of slums, involving the rehousing of over 60,000 people at an approximate cost of about £2,000,000.—British Wireless.

HAICHING PIRACY SEQUEL.

REPRESENTATIONS TO HOME GOVERNMENT.

PROTECTION NEEDED.

Commenting on the shooting of the late Mr. Woodward, of the s.s. Haiching, by pirates, a London journal states that this makes the seventeenth fatality among officers of the merchant service at the hands of Chinese pirates within the last four years.

Representations are being made by the Officers (Merchant Navy) Federation to the Government that adequate armed protection aboard ships in the China Seas should be provided.

Captain W. H. Coombs, the general manager of the federation, told a representative of the Daily Chronicle recently that a system of armed European guards was needed.

"As far as I am aware, there is no case of a ship being raided by pirates when white troops are aboard," he said.

"We are urging the use of European guards—either soldiers or marines. The provision of armed Indian guards is not enough to frighten the pirates."

OPERA SEASON.

SIGNOR CARPI'S NEW ITALIAN COMPANY.

Hongkong music-lovers will be glad to learn that Signor A. Carpi, of the Carpi Italian Grand Opera Company, has arrived in Hongkong and that he has arranged for the Company to open a short season at the Star Theatre on Thursday with La Boheme.

This well-known impresario informs us that this Company was thoroughly re-organized whilst in Italy and that readers may be assured that it is of a higher standard than any company previously brought out by him during the 14 years that he has been touring the Far East.

No trouble or expense was spared in the selection of the artists, Signor Carpi himself personally visiting many cities in Italy and thereby securing the best from those theatres renowned for Grand Opera.

The Company's repertoire is a long one, including some of the operas which, owing to the costly settings required, are seldom taken on long tours. Among these may be mentioned "Madama Butterfly," "Faust," "La Boheme," "Carmen," "Cavalleria Rusticana," and "Rigoletto."

The Company is accompanied by a full orchestra and ballet, making a total of over fifty artists and musicians.

Booking is now open at Moutrie's and the Theatre.

REFEREES MEETING.

An emergency meeting of the Hongkong Football Referees Association will be held in the Council Office of the H.K.F.A., 4th floor French Bank Building, Queen's Road, Central, on Thursday 16th January, at 5.30 p.m. sharp. All referees, players, and others who are interested in the game are cordially invited to attend.

MINING DISPUTE.

MENACING MOVEMENT IN AUSTRALIA.

Sydney, Jan. 10.

Resenting the Government's action in moving two trains of coal from Rothbury, 10,000 miners have massed at various centres for the purpose of marching into the town, to which a detachment of seventy police have been despatched from Sydney.

Mr. Hoare, the President of the Miners' Federation, has hurried to the scene hoping to avert a collision.

A crowd of 4,000 miners surrounded the Aston Fields Colliery and stripped two non-unionists, who recently gave evidence against a Labour official, and burned their clothing.

Two detachments of miners, including 600 ex-soldiers, have marched to Rothbury and assembled near the mine for the purpose of holding a meeting.

The whole of the coalfields are seething with excitement and there have been panics in some centres.—Reuter.

Miners Return Home.

Sydney, Jan. 10.

The ten thousand miners have returned to their homes, and the situation is quiet.—Reuter.

SOVIET AND CHINA.

NANKING GETS A BIG SURPRISE.

Nanking, Jan. 10.

Speaking to pressmen, Dr. C. T. Wang declared that communications regarding the Sino-Soviet preliminary conference at Nankang had just been received.

Examining them, the Government was surprised to find that the delegates had discussed numerous issues in addition to the controversy over the Chinese Eastern Railway.

He stated that such discussions were entirely outside the scope of the preliminary conference, and Mo Teh-hwei, China's chief delegate to the formal conference at Moscow, had been ordered to Nanking before going to Moscow.—Reuter.

RUGBY FOOTBALL.

TEAMS FOR TO-DAY'S MATCH.

The second of the matches in the triangular tournament will be played on the Club Ground to-day at 4.15 p.m. when the Navy meet the Army.

Teams as under:

Navy: Back, A. B. Webb (H.M.S. Cornwall); Threequarters, A/C Massey (H.M.S. Hermes), Mid. Buckley (H.M.S. Cornwall), Mne. Mackay (H.M.S. Cornwall); Halfbacks, Lieut. Fenton (H.M.S. Hermes, Captain), Sto. Sayers (H.M.S. Cornwall); Forwards, Lieut. McLean (H.M.S. Cornwall), Mid. Griffiths (H.M.S. Cornwall), Lt. Archdale (H.M.S. Cornwall), E. R. A. Lord (H.M.S. Cornwall), L/Sto. Morgan (H.M.S. Cornwall), A. B. Knott (H.M.S. Cornwall), Sto. Roach (H.M.S. Cornwall), L/Sea Paddon (H.M.S. Petersfield).

Army: Back, Pte. Bascombe (S.L.L.), Threequarters, L/Cpl. Champion (S.L.L.), Lt. Tregear (K.O.S.B.), Lt. Marshall (K.O.S.B.), L/Cpl. Kearne (S.L.L.), Halfbacks, Lt. Evans (S.L.L.), Lt. Mattingley (K.O.S.B.), Forwards, Lt. Swayne (S.L.L.), Lt. Maxwell (K.O.S.B.), Lt. Burton (R.A.), Lt. Thicknesse (S.L.L.), L/Cpl. Mogg (S.L.L.), Sgt. Bruno (K.O.S.B.), Sgt. Richardson (K.O.S.B.), Pte. Bristowe (S.L.L.).

Referee: H. L. F. Ewin.

The Very Idea!

A vacuum-flask house, the space between the double walls of which is exhausted of air rendering it heat, cold, and sound proof, is said to have been designed by a New York architect. He must find a more enticing name for his invention. Nature does not abhor a vacuum more than does New York when a flask is in question.

I have heard of many strange diets for "reducing" lately, says a writer in a Home paper, but the oddest I have come across so far is one that a friend of mine is trying. She eats half a pound of steak, grilled, for lunch, and half a pound for dinner. With it she is allowed a slice of thin toast and one banana. Can you imagine anything less calculated to make you long for meals? However, it serves its purpose. My friend has lowered her weight, she assures me, by a stone and a half in three weeks.

If everyone lived wireless lives. Parents and children, husbands, wives, Right from the cradle to the grave. Think how much trouble it would save!

Right on the hour a wave would warn The sleeper to arise at morn. Turn on his bath upon the spot.

And make his shaving water hot. And while he bathed and dressed prepare His breakfast with punctilious care.

When, having fed, he would depart, Wireless would tell him when to start.

Remark, "Fog out Taipei way, Eight-five ten minutes late today."

And so through all his day of toll By potent valve and thoughtful coil He would be shepherd till he

Returned to domesticity. And as the hour of rest drew nigh Wireless would sing him lullaby.

And when his earthy course was finished, Wireless, with ardour undiminished, Would speak the last appropriate word.

By sympathetic listeners heard, "Ashes to ashes, dust to dust." Well, if such things must be, they must.

In his early years at the Bar, the late Sir Marshall Hall was briefed in the County Court by a man who wished to recover a horse which, he said, had been wrongfully taken in execution. The nag was worth £5, and Marshall Hall's brief was marked 20 guineas.

This lay client drove his astonished counsel down to the County Court in a magnificent turnout, drawn by a spanking pair of horses with glittering harness.

After winning his case, Marshall asked why he had been treated so sumptuously.

He was told that all the horsemen in the neighbourhood had been betting on the result of the case. There had been £700 at stake, and Marshall Hall had been bribed by one of the rival syndicates.

Constable at Marylebone: The presence of other cars accelerated the offence.

I want a summons against a neighbour for using frightful language, annoying me frightfully, and for being frightfully abusive. She is really a most frightful woman.—Wilkesden woman.

Wife at Tottenham: My husband would be a good husband if there were no other woman in the world but me.

"My daughter heard him order two pints of workmen's compensation, so I know he had money."—Man at Marylebone County Court.

Organ-grinder at Stratford: The organ ran down a steep hill and became positively unplayable.

The heart of the late Stephen Raditch, the Croat leader, has been found preserved in alcohol in the strong room of a Croatian Bank. Stranger things than that, however, have figured as bank lodgments. Here is the case of the typewriter used by a famous dramatist being lodged to his credit while he went on a holiday. Pets have also been brought to banks for safe keeping, and there is one wealthy client of a Scottish company who insists on placing her pet parrot in the bank each summer. Valuable stamp collections are also frequently lodged, and there was a story recently of an American bank which accepted a valuable pedigree cat and returned it to the customer with interest—in the form of a family of kittens.

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ARMY BOXING.

SPIRITED CONTESTS LAST NIGHT.

The City Hall was almost filled last night with a large number of boxing "fans" of all degrees. The ringside seats were filled by officers of the Navy, Army and Air Force. The General Officer Commanding the Troops in China (H. E. Major-General J. W. Sandilands, C.B., C.M.G., D.S.O.) was unable to be present, and the Unit Competition Cup, and the smaller cups for individual winners and runners-up, were presented by Colonel J. McD. Haskard, C.M.G., D.S.O., G.S.O.I., China Commandant.

The results, in points, showed a tie between the K.O.S.B. and the S.L.L. of 25 points each.

Flyweights.

The first fight, in the fly-weights, was between Ptes. Weaver and Murphy, both of K.O.S.B. They started well, but Weaver was at times inclined to swing rather wildly. Murphy won the first round with a good deal of close hitting, especially to the head.

Bantamweights.

Pte. McConnell and L/Cpl. Palmer, K.O.S.B., then got very busy in the bantam-weight. McConnell was hitting hard with both hands in the first round, and leading well with left jab to the face. Palmer was sent to the boards, and stayed down for 8 seconds. The first round was McConnell's. More good boxing by McConnell gave him the second round, though Palmer fought back pluckily after being sent down again. The third round was only slightly in favour of McConnell, Palmer having recovered, and getting in a lot of heavy jabs and hooks.

Pte. Johnson, K.O.S.B., and Pte. Pearce, S.L.L. were the other semi-finalists in the bantams. Pearce took up the aggressive from the commencement, though Johnson covered up well and took little heavy punishment. It was Pearce's round for his steady attacks. In the second round, Johnson received a number of heavy blows to the head and body, but managed to get in two or three in return to the body that made Pearce gasp. The third round was all Pearce's, Johnson being quickly and being hit hard almost everywhere.

Featherweights.

In the feathers, L/Cpl. Gardner, K.O.S.B., was defeated by Pte. Hume, of the same Unit. It was not a good fight, Gardner covering up too much in the first round. He fought back well in the second round, which was practically even, and Gardner just won the third by a narrow margin of points, to get the decision.

Cpl. Sherston, S.L.L., knocked out Pte. Little, also S.L.L., in the first round.

Lightweights.

Pte. Dickens, S.L.L., who had fought well on Thursday night, lost to Pte. Gordon, K.O.S.B., retiring after the second round.

L/Cpl. Adams, S.L.L. won the other semi-final in the light-weights from Bandsman Higgs, K.O.S.B. Adams was the taller and heavier, but Higgs seemed sometimes to have the longer reach.

Morris, who had already appeared in the heavier, came on again as a light-heavy-weight, and had little difficulty in measuring up Sgt. Hawke, K.O.S.B., and sent him down twice. Hawke got up the second time, but was just too late as "Out" had been called.

Welterweights.

In the welters, Woodhouse knocked out Pascoe, S.L.L., with a punch to the jaw at short range, early in the first round. Pte. Gillis, K.O.S.B., and Pte. Jones, S.L.L., were the other semi-finalists in the welters. Gillis put Jones partly

down in the first round, but Jones recovered and lasted the round out well. The gong saved Gillis in the second round, after he had been floored once. Gillis is naturally left-handed, and uses his left for most of his big hits. Jones took his measure and made him miss a good deal after the first round. Gillis and Jones were both nearly down in the third round, and honours were easy in two third men. Gillis got the verdict.

Middleweights.

Pte. Baulch, S.L.L. defeated L/Cpl. Finlayson, K.O.S.B., in the best fight of the night. Both men went at each other hammer and tongs, and swapped punches. Finlayson had the better of the first round, fighting strongly at first, but Baulch came back towards the end and landed some heavy punches to the ribs and head. Although cautioned twice for leaning, Baulch won more or less easily in the last round, when Finlayson took a lot of punishment.

Pte. Spalding, K.O.S.B., had the better of the bout with Pte. Weare, S.L.L., in the other middleweight semi-final, and Weare took a good many hard punches.

The other light-heavyweight semi-final bout was the last before the interval, and L/Cpl. Cullen, S.L.L., defeated Gunner Rutter, R.A., by the short route in the first round, the referee stopping the fight to save punishment.

The Finals.

The final of the fly-weights between Pte. Milligan, K.O.S.B., who had received a bye into the final, and Pte. Murphy, went the way of the fresher man. Murphy was several times in danger of being knocked out, the two-handed attacks of Milligan, and the power of his punches being remarkable for a lad his size. Murphy was sent to his knees in the third and stayed there until time was called.

The final round of the heavy-weights saw Morris opposed by Gunner Dyer, R.A., who weighed about two stone more than Morris. He was slow in comparison, however, and Morris was scoring almost at will, getting in a lot of heavy punches to the face and head. Dyer was usually coming in, however, but Morris comfortably won the first two rounds. Dyer retired in the third round after taking several hefty clouts to the jaw and head.

McConnell, though appearing to be losing on account of covering up so frequently, took the verdict in the final of the bantams. Pearce had McConnell very badly hurt in the first round, and the latter had to lean and hold on for a while. McConnell got in three quick lefts to the face and second round, though he took a lot of punishment previously. The last round was spirited, and McConnell won through by better boxing and footwork.

Hume was the winner of the feathers, against Cpl. Sherston. The latter was the heavier and more sturdy, and his punches seemed to carry more power. The two lines in the first round Hume took punches on the chin that would have put many a man out. The second round was fairly even, and Hume was rather groggy at the end of the third round. It was rather surprising to find Hume getting the verdict.

Gordon won from Adams in the final of the light-weights. Gordon slipped to the floor in the first round, but was soon up, though Adams got a lot of points by his longer reach. The second round was even, with the boxers tending to swap punches too-often.

Gordon had the better of round three, and piled up sufficient points to gain the verdict, as Adams was tiring very quickly.

Spirited Contests.

Woodhouse obtained the verdict from Gillis in the welters. It never seemed that Gillis would win, though Woodhouse certainly had opportunities to knock him out. Gillis repeatedly looked groggy, and then

suddenly recovered. Both men were very tired at the end of the third round.

Baulch wore down Spalding in the middle-weight final, though both took a lot of punishment. Baulch made most of the fighting, Spalding covering up when driven to the ropes, and sending out a vicious jab in return. Baulch took the first round by a few points, and Spalding the second, after being hit, and very slow at the commencement. Baulch was the fresher through the third round, and got the verdict.

The last fight, in the light heavies, lasted only for a minute or so. Morris and Cullen boxed and sparred at first, but were told to fight and set about each other. Morris early sent Cullen to the floor with a nasty left hook, and, after Cullen had got up, chased him round the ring and finally sent him down for good with three fast heavy punches to the jaw.

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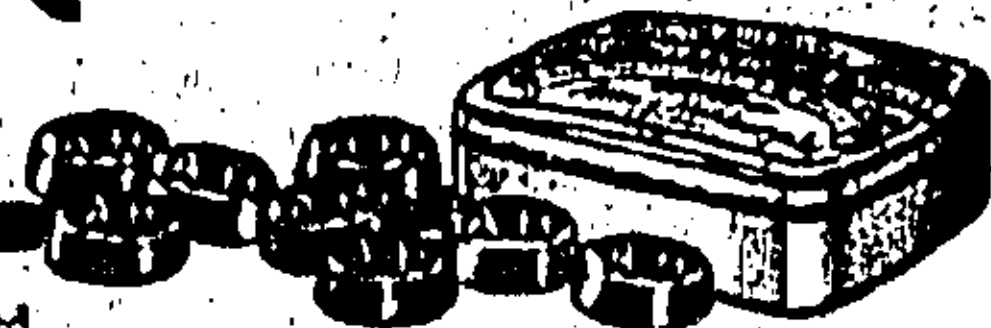
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Union Sportive Francise

FRANCE

Professional Championships at Reauville
Gallie L.T.C. Cannes
New Court L.T.C. Cannes
Carlon L.T.C. Cannes
International Championships Monte Carlo Country
Juan Les Pins and 203 others

GERMANY

German Championships
German Covered Court Championships
National Championships in Brunswick
and 108 others

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HOLLAND

Championships of Holland
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Holland v. France and 42 others

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International Championships of Hungary and 23 others

INDIA

Western Championships of India
Junior Championships Bengal and 13 others

ITALY

National Championships at Lido
Borghiera
San Remo and 35 others

MOROCCO

Tanger Championships

NEW ZEALAND

Championships of New Zealand
All Matches played by Great Britain v. New Zealand
Adopted by Auckland L.T.A.
and 3 other Championships

POLAND

Championships of Poland
Championships of Warsaw
and 10 other Championships

ROMANIA

Oradea-Mare and 5 others

SOUTH AFRICA

Official Ball Orange Free State
South West African Championships
Official Ball Port Elizabeth and District L.T.A.
Griqualand West L.T.A.
and 5 other Tournaments

SPAIN

Spanish Championships
All Official Tournaments

SWEDEN

Swedish Championships
Swedish Covered Court Championships
Adopted by Royal L.T.C.
and 4 International Tournaments

SWITZERLAND

International Tournament Zurich
and 9 others

TURKEY

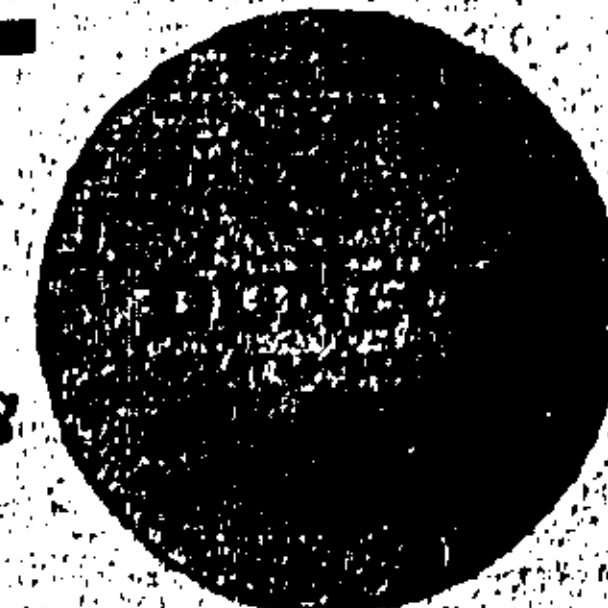
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THE SITWELL FAMILY.

BY ONE OF THEM
(OSBERT).

The upbringing of all three of us was somewhat conventional. It was at my first school, and then at Eton, that I learnt the first lesson requisite for a comfortable life in this age—to regard the possession of any intelligence as a guilty secret between Man and his Maker; one never to be revealed.

My secret, though, must have been guessed by some people for throughout my school and military career, I was dogged curiously by the suspicious words, written in every report, "Might do better if he chose." Nevertheless, the moment I chose to choose, chose to leave the Army and do my natural best, the attitude of amiability and approbation, with which I had been received ever since, on my leaving school in 1912, I had allowed myself to be "press-ganged" by relatives into the Army, visibly altered into one of suspicion, hostility, and then of rudeness.

The people who remained kind were all people of high courage, and I take this opportunity of thanking them for their sense and bravery.

In the circles in which I had been brought up, this change was most noticeable, for we had always lived far from the world of silly, smart aestheticisms or of real intelligence, among people mostly of sporting or political interest, or more usually of no interest at all.

Those individuals who had spent their lives doing nothing, those who had wasted what is, as far as we know, the only lifetime allowed us, in playing cards and equestrian, or in drinking and gambling away their own and other people's fortunes, were the most enraged and were left with the awful feeling that a practical joke had been executed upon them.

Still it had to be admitted that such a phenomenon as an intelligent man was not altogether unknown. There had been two or three at Oxford or Cambridge with them: queer fellows, rather grubby young men, interested in old furniture and botanical specimens; but never, never before had there existed in all their acquaintance, with all their experience and knowledge of the world, such a frightful apparition as an intelligent woman.

It was the shameless abandon of my sister in allowing the fact of her intelligence to be known which now brought a blush to the various respectable individuals. Not that it was altogether unexpected, for several years before she had created a painful, indeed an ineradicable impression, by innocently asking a famous elderly sportsman, and political Peer, now, alas, dead, whether he preferred Bach to Mozart? The sheer audacity of such a question to such a man had left the entire party—at the moment utterly exhausted after clubbing rabbits on the head with bludgeons all the afternoon—quite speechless, the breath knocked out of them.

This, then, was our preparation for the world. And perhaps this is why our sense of humour has something individual about it. I remember, many years ago, when I was fifteen, an elderly relative of mine remarking to me, "I am quite worried about your sense of humour. You laugh at things which I fail to see are funny, but when I make one of my best jokes, you do not see it at all."

Similarly, one recalls the story of the American professor who constructed for himself an iron cage in the African jungle and lived therein for some months, in order to study better the nature of the great apes. On his return to Europe he was interviewed, and he gave out that it was his conviction that the Simians possessed no sense of humour. In justification of this opinion he stated that, for hours at a time, they would peer through the bars of his cage, shaking their sides with laughter, though he could not imagine what they were laughing at.

Lately one more instance of this weird peculiarity, which I apparently share with the larger apes, has been brought to the public notice. There are a few lines in my last book descriptive of an India-bound ocean liner. Inhuman cruelty is at once to be recognised in these descriptive lines. Apparently the professions of clergymen, artists, scientists, musicians, and plumbers are legitimate objects of humour, but directly you poke gentle fun at passengers on a P. and O. liner, or if you make the slightest humorous references to actors or actresses, you are "outside the pale."

Who first coined the word "Sitwellism"? I am unaware. But

ALLEGED BRIBE.

ALIEN'S "GIFT" TO POLICE
INSPECTOR.

Solomon Syllinsky, aged 39, of York-street, W., appeared at the Guildhall recently charged with corruptly making a gift of £10 to Inspector E. Passmore as an inducement to him to show favour to certain aliens desirous of obtaining passports.

Sir Henry Curtis Bennett, K.C., on his behalf, pleaded guilty.

Mr. Mowe, for the Director of Public Prosecutions, said that on October 10 Inspector Passmore, who was an officer of the Special Branch which dealt with passports and aliens, was introduced to Syllinsky, who produced a passport which was in order. Later Syllinsky and his brother mentioned a passport case which was to take place at Bow-street, and asked the Inspector whether he could "square it up." They suggested that if he did they would buy some shares for him which would double in value.

On another occasion, he said, Syllinsky asked Inspector Passmore whether he could assist aliens in obtaining passports. He said there was money in it and that they could share on a 50-50 basis.

Another meeting was arranged, when Syllinsky gave the Inspector ten £1 notes.

Inspector Passmore stated that Syllinsky had not been convicted before, but he had been connected with "share pushers."

Sir Henry Curtis Bennett said that Syllinsky did not admit the accuracy of all counsel's statements.

Syllinsky was fined £25, or two months' imprisonment, with £10 10s. costs.

It has certainly become a convenient term by which to sum up a sense of beauty and a sense of humour of a modern, unperturbed variety.

And the above sentence, which I have just written, sums up, I suppose, the kind of arrogance of which we are often accused. The statement of a bald truth on the credit side is always accounted arrogance, though an admission on the debit side would be accounted virtue.

But I am willing, have always been willing, just as freely to admit that I am bad at football, see no use in the game, and am unimpressed by the political genius of the English race (which, it seems to me, has at present landed our country in a curiously unpleasant position). Such serious faults as these are supposed to indicate a lack of ideals. What, then, I may be asked, are my ideals?

In a world where certain beauties are being crushed out, it is our duty and privilege to guard, maintain them, and hand them on. It seems to us that the beauty of the English language is a more precious possession and more necessary to the country than the speeches of politicians or the condensed and amalgamated wisdom of all the parties. It seems to us, moreover, that it is as well to examine every important question for oneself and to form one's own opinion about its merits.

It seems to us that there is much that is antiquated (not old, but antiquated) in the life of England, and where we find such incumbrances, we point them out. It seems to us that the golden threads of humanity in the poems of let us say, Shelley, are worth more and have more influence than all the benevolent utterances of, let us say, President Hoover.

It is, moreover, as necessary to protect the new beauty which is coming in, as to cherish and uphold the ancient, which is being ever assaulted. It is also necessary to keep these two things in touch and join them together.

To defend such things, to act as links between them, is our privilege and duty, but to do so needs a certain ruthlessness.

A BROKEN DOWN SYSTEM.
This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—weakness, as it were, of the vital forces that sustain the system. No matter what may be its cause (they are almost numberless), its symptoms are much the same: the most prominent being sleeplessness, sense of prostration or weakness, depression, spirits and want of energy for all the ordinary affairs of life. Now, what is the cause of these morbid feelings, and as night succeeds the day this may be more certainly traced to a course of THE NEW FRENCH REMEDY, THERAPION No. 3.

It is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—weakness, as it were, of the vital forces that sustain the system. No matter what may be its cause (they are almost numberless), its symptoms are much the same: the most prominent being sleeplessness, sense of prostration or weakness, depression, spirits and want of energy for all the ordinary affairs of life. Now, what is the cause of these morbid feelings, and as night succeeds the day this may be more certainly traced to a course of THE NEW FRENCH REMEDY, THERAPION No. 3.

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EMPEROR OF CANADA	Apr. 10	Apr. 18	EMPEROR OF CANADA	Apr. 18	Apr. 26
EMPEROR OF RUSSIA	May 10	May 18	EMPEROR OF RUSSIA	May 18	May 26
EMPEROR OF ASIA	Jun. 10	Jun. 18	EMPEROR OF ASIA	Jun. 18	Jun. 26
EMPEROR OF CANADA	Jul. 10	Jul. 18	EMPEROR OF CANADA	Jul. 18	Jul. 26
EMPEROR OF RUSSIA	Aug. 10	Aug. 18	EMPEROR OF RUSSIA	Aug. 18	Aug. 26
EMPEROR OF ASIA	Sep. 10	Sep. 18	EMPEROR OF ASIA	Sep. 18	Sep. 26

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G. METZINGER..... 11th Feb.		PORRHOS..... 12th Feb.	
ANDRE LEBON..... 25th Feb.		CHENONCEAUX..... 26th Feb.	
PORRHOS..... 11th Mar.		ATHOS II..... 12th Mar.	
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AIR TRANSPORT.

FRANCE AND BRITAIN TO CO-OPERATE.

London, Jan. 10. The Air-Minister, Lord Thomson, who last year had discussions in London with M. Eynac, the French Air-Minister, upon methods of Anglo-French co-operation in aviation, last night made a reference to this subject in a speech to the British Chamber of Commerce in Paris.

He said he and M. Eynac had together examined the air situation in Africa, Arabia and the Far East, and everywhere found that their activities could be profitably combined. In aviation, it was always necessary to look five years ahead, and in examining the future they had between them planned a web of air communications covering more than half the surface of the globe, whose civilising influence could only serve to stimulate the growth of Franco-British trades.

The outstanding future of our Western civilisation had been, and would be, the development of means of transportation. In that development, Britain and France were bound to play leading parts.

Commenting on the speech, the Morning Post remarks that a close air transport agreement between France and Britain would be of immense value, because it would constitute a step towards the abolition of national frontiers, which are at present the most serious obstacle to air intercourse.

—British Wireless.

BRITISH "TALKIES."

SCHEME FOR RELEASE ALL OVER THE WORLD.

London, Jan. 10. By an agreement which has been signed between one of the leading English companies engaged in the production of talking pictures and the Radio Keith Orpheum Corporation of America, the two concerns will be jointly responsible for a series of British talking pictures to be produced in this country and distributed throughout America and the world generally.

Each company will bear half the cost of every production, and share equally in the profits. The pictures will be known as the Associated Radio Pictures, and they will have a guaranteed release throughout the world.

Mr. Basil Dean, chairman of the English company, Associated Talking Pictures, Limited, said yesterday that in accordance with this agreement, the pictures would be made in England by British artists, with the assistance from time to time, if jointly seen fit, of Americans. —British Wireless.

THE "HAICHOW."

CHINA'S FIRST HOME-MADE HYDROPLANE.

Shanghai, Jan. 10. The "Haichow," China's first home-made hydroplane, constructed at the Maikang naval aeroplane factory at Fokien, arrived yesterday by a gunboat. The plane took five months to build and cost \$40,000. The four motors develop 360 horse power. —Reuter.

DEPARTURE OF H.E. THE GOVERNOR.

BIG PUBLIC FUNCTION ARRANGED.

The news of the approaching departure of His Excellency the Governor and Lady Clement from the Colony has been received with mingled sentiments of congratulation to His Excellency on his promotion and regret on the part of both the foreign and Chinese communities in Hongkong, at the loss of such an able administrator and kind host.

Accordingly, a representative committee of the various communities of Hongkong have been in consultation to make arrangements for a function at which the public might have the opportunity of giving expression to their regard and good wishes. The Committee consisted of the following gentlemen:—Hon. Sir H. E. Pollock, Kt., K.C., Hon. Sir Shou-son Chow, Kt., Hon. Mr. W. E. L. Shenton, Hon. Dr. R. H. Kotewall, C.M.G., LL.D., Hon. Mr. A. C. Hynes, Hon. Mr. J. P. Owen Hughes, Hon. Mr. J. P. Braga, Mr. B. D. F. Bell, Mr. W. H. Bell, Mr. A. H. Ferguson, Mr. M. T. Johnson, Mr. P. Lauder, Mr. C. A. da Roza, Mr. A. C. Arcull, Mr. M. P. Talati, Mr. Wong Kwong-kin, Mr. M. K. Lo, Mr. J. M. Wong, Mr. B. Wong Tape, Mr. T. K. Kuo, Mr. Ip Lung-chuen, Mr. T. N. Chau and Mr. Ho Leung.

Mr. H. J. Armstrong and Mr. E. I. Wynne-Jones are acting as Hon. Secretaries.

As a result it has been arranged that on Wednesday, the 22nd January, 1930, at 4 p.m. on the Hongkong Cricket Club Ground (which has been kindly lent for the occasion by the Club), addresses on behalf of the Chinese and foreign communities respectively will be presented to His Excellency the Governor, after which addresses will also be presented to Lady Clement.

Special accommodation will be provided on the ground and tea and other refreshments (including alcoholic drinks) will be provided. Tickets for the function can be obtained at any of the leading Clubs in the Colony or from one of the Hon. Secretaries mentioned above.

Arrangements are also being made for the amplification of the speeches by loud speakers so that all present may be given an opportunity of hearing the speeches at their ease.

By the kind permission of the Colonel and Officers of the K.O.S.B. the full band and pipes of the regiment will be in attendance and will play musical selections.

BRITAIN AND CHINA.

"COMPLETE AGREEMENT" NOW REACHED.

Nanking, Jan. 10. Speaking to pressmen, Dr. C. T. Wang stated that daily conversations were proceeding regarding all outstanding Sino-British issues, including extraterritoriality, the Sino-British treaty and Weihaiwei, and complete agreement had been reached. —Reuter.

Canton and Extraterritoriality.

Canton, Jan. 10. Some Canton citizens and certain Kuomintang enthusiasts have formed an association to further the propaganda urging the abolition of extraterritoriality in China. The association announced this morning that to-morrow there will be a big demonstration at noon on the East Parade Ground to be followed by a street parade. Scores of public organisations, schools and labour unions, are expected to turn out in force.

WEEK-END RADIO.

PROGRAMMES FOR TO-DAY AND TO-MORROW.

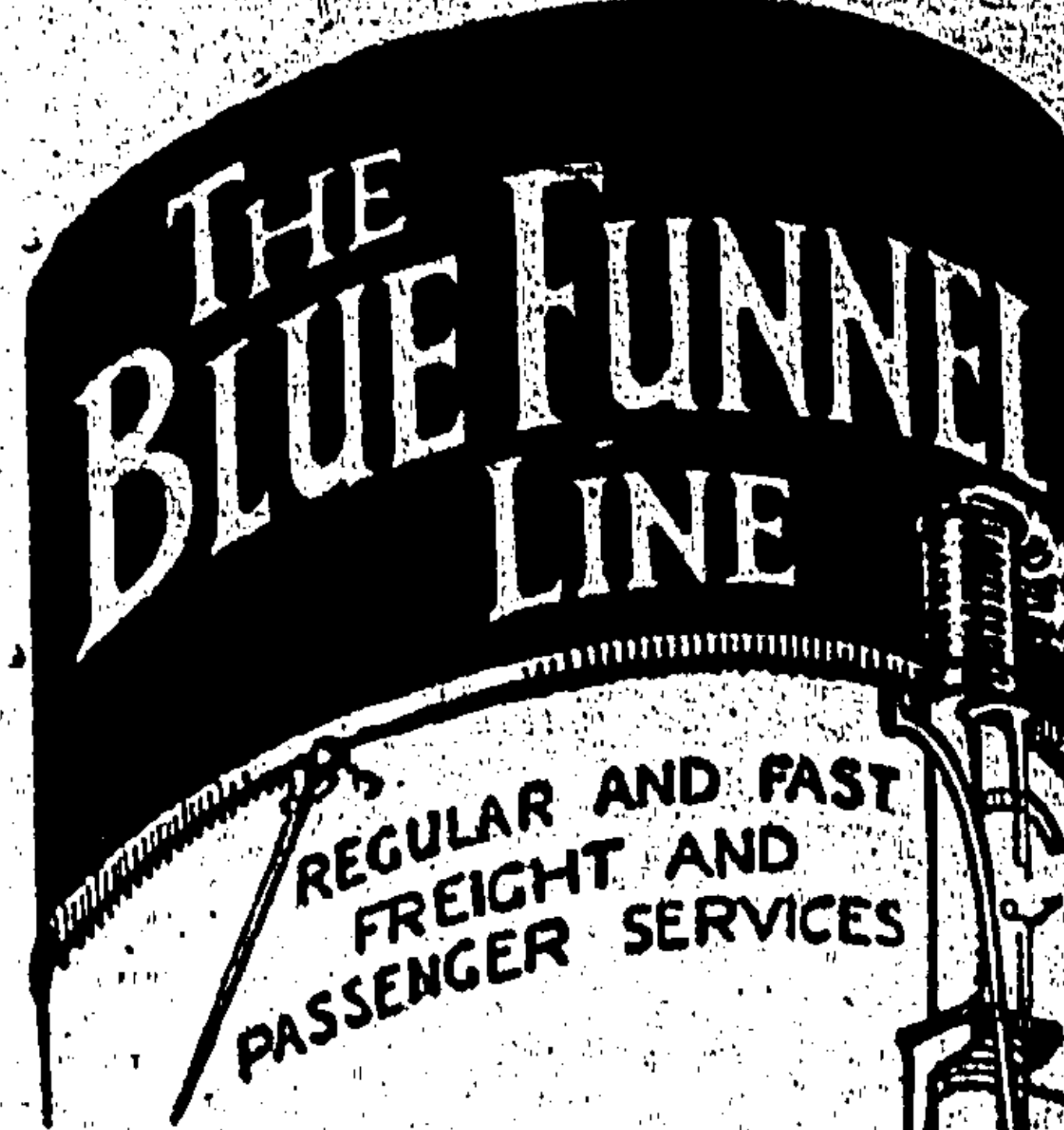
The following programme will be broadcast by 2BX, on 365 metres to-day:
11.00-11.30 a.m. Commercial news.
12.00-1.30 p.m. Demonstration programme.
1.48 p.m. Weather report.
7.48 p.m. Weather report.
9.00 p.m. Programme of Columbia records supplied by courtesy of Messrs. Anderson.
"Peer Gynt Suite No. 2," (Grieg—Op. 55).
New Queen's Hall Light Orchestra.
Dance music.
9.30 p.m. "Mignon—Selection," (Thomas).
New Queen's Hall Light Orchestra.
Dance music.
10.00 p.m. News bulletin.
Dance music.
10.30 p.m. Chinese programme.
11.30 p.m. Close down.

To-morrow's Programme.

The programme for to-morrow is as follows:

9.55 a.m. Morning service relayed from St. Joseph's Church.
(1) Holy Mass:
(a) Kyrie (Thermignon).
(b) Sermon: "The Measure of Guilt" by Rev. Father Kennedy, S.J.
(c) Offertory: Adagio Fidelio (Thermignon).
(d) Sanctus and Benedictus (Thermignon).
(e) Post-Communion: Pastoral (Corelli) for two Violins, Cello and Organ.
(2) Benediction of the Blessed Sacrament.
(a) Adagio Te.
(b) Tantum Ergo.
(c) Adoremus in a minor.
11.00-1.00 p.m. Chinese programme.
1.48 p.m. Weather report.
7.48 p.m. Weather report.
9.00 p.m. Programme of H. M. V. and Victor records supplied by courtesy of Messrs. Moutrie.
"The Waltz Dream," Selection, (O. Strauss).
De Groot and the Piccadilly Orchestra.
"I hear a Thrush at Eve," (Cadmans), "Absent," (Metcalfe).
Derek Oldham.
"Wipers—March," (Darewski).
"La Garde Republicaine—March," (Emmerston).
The Band of H. M. Coldstream Guards.

"Oh Maggie, what have you been up to?" (Elton).
"I've got a man," (Milton).
Gracie Fields, Comedienne.
"Jewels of the Madonna—Intermezzo," (Wolf-Ferrari).
Victor Symphony Orchestra.
"Mountain lovers," (Squire).
"Nirvana," (Adams).
John Turner, Tenor.
"One kiss."
"New Moon"—Romberg.
"Softly as in a morning sunrise," ("New Moon"—Romberg).
De Groot and his Orchestra.
"The Trumpeter," (Dix).
"On the road to Mandalay," (Hedgecock).
Peter Dawson, Bass-Baritone.
"Semper Fidelis March," (Souza).
"The Bell of St. Malo," (Rimmer).
The Band of H. M. Coldstream Guards.
"Thoughts of you," (Novello).
"That's how I feel about you," (Davis and Grotter).
Gracie Fields, Comedienne.
"Aldershot Command Searchlight Tattoo," (Meyerboer).
Massed Bands of the Aldershot Command.
"Aldershot Command Searchlight Tattoo."
Massed Pine Bands of the Aldershot Command.
10.30 p.m. Close down.



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"BELLEROPHON" 5th Feb. Havre, Liverpool & Glasgow

PACIFIC SERVICE

"Kobe & Yokohama" 23rd Jan. Victoria, Vancouver & Seattle
"TYNDAREUS" 15th Feb. Victoria, Vancouver & Seattle

INWARD SERVICE

"HECTOR" 11th Jan. Shanghai & Dairen
"MENTOR" 20th Jan. S'hai, Moji, Kobe & Yokohama
"LAOMEDON" 29th Jan. S'hai, Kobe & Yokohama

PASSENGER SERVICE

"HECTOR" 12th Jan. Shanghai
"ANTENOR" 22nd Jan. Singapore, Marseilles & London
"HECTOR" 19th Feb. Singapore, Marseilles & London
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Iyo Maru	Tuesday, 28th Jan.
LONDON, MARSEILLES, ANTWERP & ROTTERDAM via Singapore, Penang, Colombo & Suez.	
Fushimi Maru	Saturday, 11th Jan.
Hakozaki Maru	Saturday, 25th Jan.
SYDNEY & MELBOURNE via Manila & Ports.	
Aki Maru	Wednesday, 22nd Jan.
Kaga Maru	Wednesday, 19th Feb.
BOMBAY via Singapore, Penang & Colombo.	
Awa Maru	Monday, 13th Jan.
Nagato Maru	Thursday, 23rd Jan.
SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles, Mexico & Panama.	
Bokuyo Maru	Monday, 27th Jan.
SOUTH AMERICA (EAST COAST) via Singapore, Capetown & Ports.	
Bingo Maru	Wednesday, 5th Feb.
NEW YORK, BOSTON via Panama.	
Tatsuno Maru	Tuesday, 14th Jan.
Atago Maru	Saturday, 1st Feb.
LIVERPOOL via Port Said, Constantinople.	
Durban Maru	Monday, 13th Jan.
Genoa & Marseilles.	
CALCUTTA via Singapore, Penang & Rangoon.	
Rangoon Maru	Wednesday, 15th Jan.
Ceylon Maru	Wednesday, 29th Jan.
SHANGHAI, KOBE & YOKOHAMA.	
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TO SHANGHAI via FOOCHEW.	Yusang	Wed. 22nd Jan at 7 a.m.
TO OSAKA via AMOI, SHANGHAI & KOBE	Honang Namsang	Mon. 20th Jan at 7 a.m. Sat. 1st Feb at 7 a.m.
TO OSAKA via AMOI, MOJI & KOBE	Kutsang Yunsang	Tues. 11th Feb at 7 a.m. Tues. 18th Feb at 7 a.m.
TO SINGAPORE, PENANG & CALCUTTA	Suisang Kumsang	Thurs. 16th Jan at 3 p.m. Thurs. 23rd Jan at 3 p.m.
TO SANDAKAN	Mausang Hinsang	Tues. 28th Jan at 3 p.m. Thurs. 6th Feb at noon.
TO TIENTSIN via FOOCHEW & WEL-HAI-WEI	Cheongshing	Fri. 24th Jan at 7 a.m.

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"SPRINGBANK" ... 20th January

MAURITIUS & SOUTH AFRICA ... ORIENTAL AFRICAN LINE
"TINHOW" ... 22nd April

Loading for Mauritius, Durban, Reunion, Delagoa Bay, East London, Algoa Bay, (Port Elizabeth), Mosel Bay and Capetown.
Through Bills of Lading issued to Baira, Quilimane, Ibo, Port Amalia, Mozambique, Ohinda, Inhambane, Zanzibar, Monbassa, Kilindini, Port Nolloth, Luderia Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply—

Telephone Central 4791.

THE BANK LINE, Ltd.

CONSIGNEES' NOTICE.

THE EAST ASIATIC CO. LTD.
COPENHAGEN

The Motor Vessel, "JAYA," having arrived, consignees of cargo are hereby informed that all goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd., where delivery can be obtained as soon as the goods are landed.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 17th January, 1930, 4 p.m. will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined by Messrs. Anderson & Ashie on the 16th January, 1930, at 10 a.m.

All claims against the vessel must be presented to the Underwriters before the 20th January, 1930, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JOHN MANNERS & CO., LTD., Agents.

Hongkong, 10th January, 1930.

CONSIGNEES' NOTICE.

AMERICAN & MANCHURIAN LINE
From NEW YORK & MARSHALLS.

The Steamship, "CITY OF KORE," having arrived, consignees of cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after 10th January, 1930, will be subject to rent.

All claims against the steamer must be presented to the Underwriters on or before 23rd January, 1930, or they will not be recognized.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and noon, within the Free Storage Period of one week.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE LTD., Agents.

Hongkong, 10th January, 1930.

CAR SMASH SEQUEL.

EARLY MORNING COLLISION
NEAR POST OFFICE.

A collision between two motor cars at the junction of Pedder Street and Des Voeux Road Central at 12.20 on the morning of December 12 was recalled in the Summary Court yesterday afternoon when the Police Judge (Mr. Justice Wood) considered a claim and counterclaim for damages brought by the drivers of the cars each alleging negligence against the other.

The plaintiff, Kan Hang, No. 34, Bowring Canal Road, alleged his car had been damaged to the extent of \$201.49, particulars being:—repairs at garage, \$160, compensation for garaging, \$150, compensation to two drivers, \$9.99 and loss of use of car and profits for three days, \$30.

Defendant, Parlab Singh, No. 3, Gresson Street, counter-claimed for \$70.16 made up as follows: Repairs at garage, \$35, compensation to one driver for two days, \$5.10, loss of use of car and profits for two days, \$30.

Mr. F. C. E. Rendall conducted plaintiff's case and Mr. A. E. Arculli defended.

Collision Near Beacon.

Mr. Rendall stated that plaintiff was the owner of public motor car No. 257, an Oldsmobile 5-seater, which car he was driving along Des Voeux Road Central in a westerly direction together with two passengers. When approaching the beacon he rounded his horn and proceeded. Without any warning, defendant's car came out of Pedder Street, the right front wheel striking plaintiff's left front wheel. Damage was caused to the front axle, left wheel, wing and handlamps of plaintiff's car.

Plaintiff gave evidence in support of Mr. Rendall's remarks, in the course of which he said he was travelling at about twelve miles an hour, and defendant's speed was about thirty miles an hour. Plaintiff said that defendant was alone in his car.

Two witnesses, who stated that they were riding in plaintiff's car when the accident happened, also gave evidence corroborating plaintiff's story.

The driver of defendant's car said in evidence, that he landed a passenger at the bottom of Wyndham Street on the night in question, after which he proceeded slowly down Pedder Street with the intention of going to Chater Road stand. He rounded his horn before rounding the corner at a speed below ten miles an hour when plaintiff's car, which was travelling at thirty miles an hour, collided with his car. Defendant further said that he stomped his car, but plaintiff could not stop the car he was driving because it was going too fast. It was further asserted by defendant that plaintiff was alone in his car and the two witnesses had not told the truth.

Defendant Held Liable.

His Lordship stated he was unable to accept defendant's evidence that the two witnesses were not in plaintiff's car. It would appear from defendant's evidence he thought he was perfectly within his rights in crossing the road without precautions. His Lordship added, in his opinion, defendant was liable as it was for him

ENJOYABLE DANCE.

HONGKONG LADIES HOCKEY CLUB FUNCTION.

Pronounced last year to be one of the most enjoyable functions of the season, the second annual dance held under the auspices of the Hongkong Ladies Hockey Club at Messrs. Lane, Crawford's, last night, was attended by even greater success, everybody enjoying a most delightful evening.

There was a large number of club members and friends present, who had every reason to be satisfied with the perfect arrangements made under the direction of their indefatigable Hon. Secretary, Miss N. McNeillie, who was given valuable assistance by Miss D. Stanton (Captain), Miss P. Goodall (Assistant Hon. Sec.) and the following committee, Miss E. S. Laing, Mrs. C. W. E. Bishop and Miss E. O'Hagan.

Novelty dances formed a big feature of the programme, and proved very popular. Mrs. T. J. Henry won the spot prize, and other special dances included the eight-some reel, Paul Jones, Cinderella and the affinity dance.

Another factor which added in no small measure to the success of the function was the attendance of the Invicta Dance band from H.M.S. Kent, this clever combination playing many of the latest dance "hits."

OBITUARY.

OLD RESIDENT DIES IN ENGLAND.

Many old residents of the Colony will learn with regret of the death of Mr. Gideon Balloch, formerly of the well-known local firm of Gilman and Co., who passed away in England after a long illness.

The late Mr. Balloch was for many years senior partner of Gilman and Co., and spent most of his time in the East at the firm's big branch at Poochow. On his periodical visits to Hongkong, however, he was always sure of a reception from a host of friends and his last years in the East were spent in the Colony.

Leaving for home on retirement in 1911, the late Mr. Balloch retained his interest in the firm until 1917, when Gilman and Co., became a limited liability company.

to take precautions which he did not take.

On Mr. Rendall's application, his Lordship entered judgment with costs for plaintiff on the counterclaim and adjourned the claim to enable Mr. Arculli to cross-examine a witness to be called as to the accuracy of the damage done to plaintiff's car contained in a bill which had been paid, by plaintiff.

His Lordship remarked he would enter a statement that in his opinion defendant must have some damage plaintiff had suffered, but that would not be put in the form of a judgment until the quantum of damages had been established.

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.
From MIDDLESBRO', ANTWERP, LONDON, STRAITS and MANILA.

The Steamship, "BENVENUE," Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject to rent.

All claims against the steamer must be presented to the Underwriters on or before the 28th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 7th January, 1930.

LLOYD TRIESTINO NAV. CO.

NOTICE TO CONSIGNEES.

Motor Vessel, "REMO."

From Trieste, Venice, Brindisi, Fiume, Spalato, Port Said, Suez, Massara, Karachi, Colombo, Penang and Singapore.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 7th inst.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

All claims against the vessel must be presented to the Underwriters on or before the 23rd inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 10 a.m. by our surveyors Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bill of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 7th January, 1930.

BANK DIVIDEND.

HONGKONG & SHANGHAI BANKING CORPORATION.

The Directors of the Hongkong and Shanghai Banking Corporation announce that, subject to audit, the dividend and bonus for the half year ending 31st December, 1929 will be:

Dividend per share £3
Bonus per share £1.
Add to Silver Reserve Fund £500,000
Write off Bank Premises £750,000
Carry forward to next year about £3,400,000

The Directors during 1929 transferred \$5,000,000 at 2/-, equalling £500,000, from Silver Reserve to Sterling Reserve Fund.

KLAVENESS LINE
(PACIFIC COAST-ASIATIC SERVICE.)

(A. F. KLAVENESS & Co. A/S. OSLO, NORWAY.)

REGULAR TRANS-PACIFIC SERVICE.
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M.S. "BONNEVILLE" ... Leaving Hongkong End Jan.
Also issuing through Bills of Lading for United States, Gulf and Atlantic ports, with transshipment at San Francisco by quickest route.

INWARD BOUND:
M.S. "PLEASANTVILLE" ... due Hongkong 22nd Feb.
M.S. "BRONXVILLE" ... due Hongkong End Jan.

Accepting cargo for Singapore and Java ports.
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The Austral-China Navigation Co. LIMITED

Service to Australia & South Sea Ports.
NEXT SAILING
S.S. "CALULU"
on JANUARY 15th
for MANILA, SANCAN, RABAU, SYDNEY, MELBOURNE & ADELAIDE.

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To San Francisco & Los Angeles **To Seattle & Victoria**

Fortnightly sailings on Tuesdays
Pres. Jackson Tues., Jan. 14, 6 a.m.
Pres. McKinley Tues., Jan. 28
Pres. Grant Tues., Feb. 11
Pres. Cleveland Tues., Feb. 25

Fortnightly sailings on Tuesdays
Pres. Taft Tues., Jan. 21
Pres. Jefferson Tues., Feb. 4
Pres. Lincoln Tues., Feb. 18
Pres. Madison Tues., Mar. 4

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Pres. Adams Sun., Jan. 26, 8 a.m.
Pres. Taft Sun., Jan. 9, 8 a.m.
Pres. Harrison Sun., Feb. 9, 8 a.m.

P. Johnson Sun., Feb. 23, 8 a.m.
Pr. Fillmore Sun., Mar. 6, 8 a.m.
Pr. Wilson Sun., Mar. 23, 8 a.m.

To Manila

Pres. Folk Jan. 12, 8 a.m.
Pres. Taft Jan. 14, 6 p.m.
Pres. McKinley Jan. 16, 6 p.m.

Pres. Adams Jan. 26, 8 a.m.
Pres. Jefferson Jan. 28, 6 p.m.
Pres. Grant Jan. 1, 6 p.m.

Round Trip Fare—Hongkong to Manila and Return, HK\$140.00
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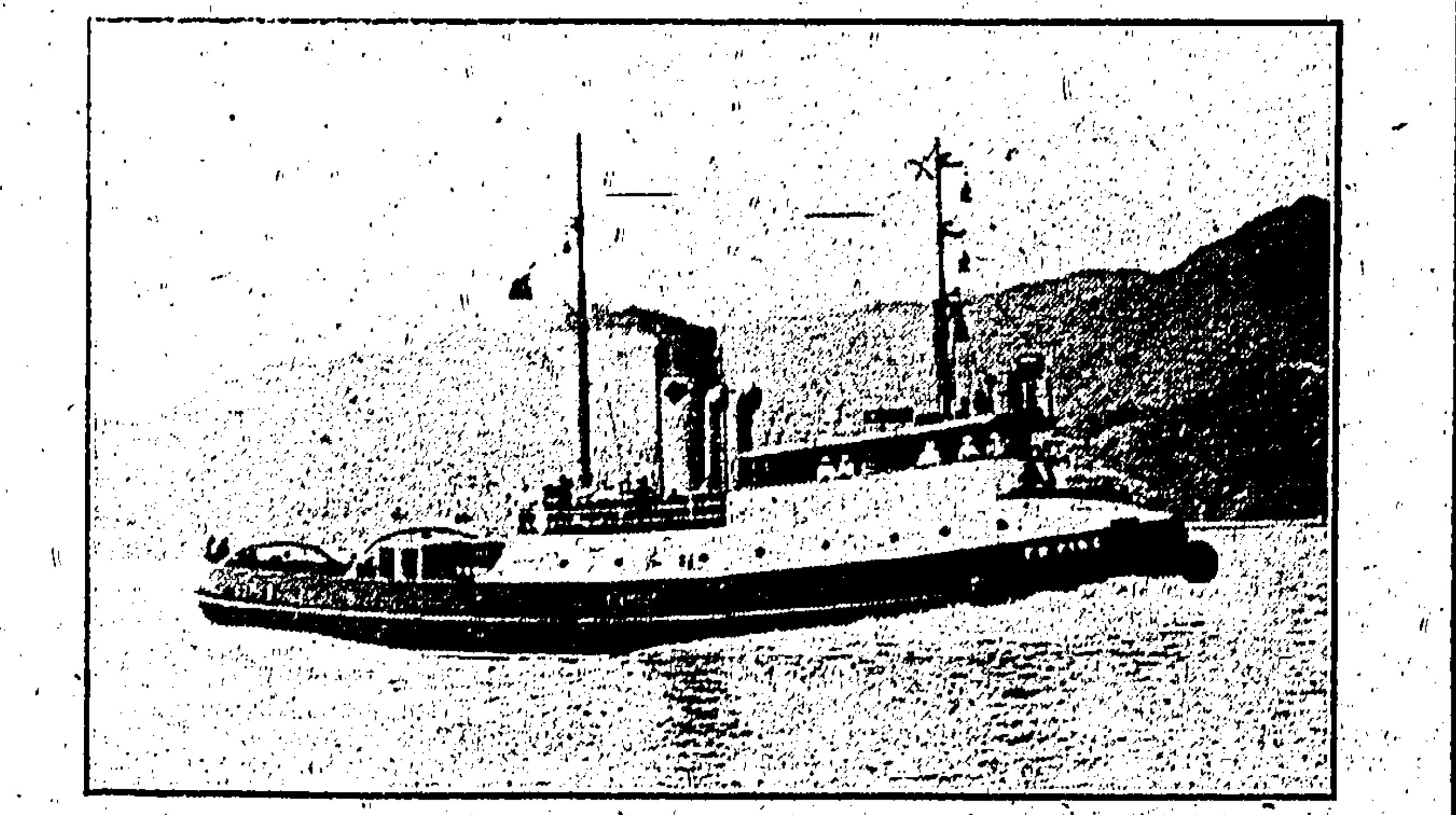
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Dimensions:—Length B.P., 110 ft.; breadth mid., 26 ft.; depth mid., 11 ft.; 780 L.H.P. Mean speed 11.65 knots on trial.

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Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon, India, Persian Gulf, Mauritius, M. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hongkong (about)	Destination
LAHORE	5,304	12 Jan. D'light.	M'ss, L'don, Hull, H'bg, R'dm, & A'werp
*KHYA	9,135	18th Jan.	M'ss, L'don, R'dm & A'werp
*MIRZAPORE	6,715	22nd Jan.	Straits, Colombo & B'bay
*JEYPORE	5,318	25th Jan.	M'ss, L'don, Hull, H'bg, Rotterdam & Antwerp

*Cargo only. *Calls Casa Blanca.

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Smyrna, and other Levant Ports by Steamers of the Khedivial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

TAKADA	6,949	23rd Jan.	S'pore, Penang & Calcutta
TALMA	10,000	2nd Feb. <th>S'pore, Penang & Calcutta</th>	S'pore, Penang & Calcutta
SHIRALA	7,841	10th Feb. <th>S'pore, Penang & Calcutta</th>	S'pore, Penang & Calcutta
TAKIWA	7,936	20th Feb. <th>S'pore, Penang & Calcutta</th>	S'pore, Penang & Calcutta
TILAWA	10,006	3rd Mar. <th>S'pore, Penang & Calcutta</th>	S'pore, Penang & Calcutta

B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

*NELLORE	6,853	31st Jan.	Manila, Sandakan, Thure, Island, Townsville, B'bane
TANDA	6,956	28th Feb.	Sydney and Melbourne.
ST. ALBANS	4,500	4th Apr.	Sydney and Melbourne.

*Calls Port Holland.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.

The E. & A. S.S. Co., Ltd. steamers will also call at Shanghai, Kila, Cebu, Kulambagan, Tawau, Timor, Darwin, or other ports on route as inducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. French Service of Steamers to London via the Cape.
The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

*KIDDERPORE	5,334	11 Jan. 3 p.m.	Moji & Kobe
TALMA	10,000	14th Jan.	Amoy, Moji, Kobe & Osaka
SHIRALA	7,841	18th Jan.	Amoy, Moji, Kobe & Osaka
KARMALA	9,128	18th Jan.	S'hai, Moji, Kobe & Yoko

*Cargo only.

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2 1/2 ft. x 2 1/2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freights, etc., apply to
MACKINNON, MACKENZIE & Co.,
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GLEN LINE.

Fare Hongkong to London £82.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENAMOV"	12th Feb.
Motor Vessel "GLENAPP"	13th Mar.
Motor Vessel "GLENBEG"	7th May.
Steamship "GLENIPPER"	4th June.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENAMOV"	12th Jan.
Motor Vessel "GLENAGARRY"	20th Jan.
Motor Vessel "GLENAPP"	31st Jan.
Motor Vessel "GLENSHIEL"	14th Feb.
Motor Vessel "GLENLUCE"	3rd Mar.

For freight, passage and further particulars, apply to:
JARDINE, MATHESON & CO., LTD.
AGENTS: THE GLEN LINE, LTD.

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George Goldsack.

CABLES.—"RUNNYMEDE."

Manager.

TO-DAY & TO-MORROW
at 2.30, 5.30, 7.20 and 9.20 p.m.

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Irresistible Drama Come Ly, Pathos and Spectacle

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AT THE **MAJESTIC** NATHAN ROAD
KOWLOON.
Showing for FIRST TIME in Hongkong

RADIO POPULARITY IN BRITAIN.

NOW LEADS THE WORLD IN
RATIO TO HOUSES.

15,000,000 HEARERS.

London, Jan. 10.

During last year, there was an increase of over one million in the number of wireless licence-holders in Great Britain, bringing the total at the end of the year to over 2,898,000.

It is estimated that each licence means five or six listeners, so the Broadcasting Corporation has a potential audience of fifteen million people. There are also 16,000 free licences issued to the blind.

It is believed that Britain has the largest radio population in the world, in proportion to the number of houses.

Wireless has led to the development of a new and considerable industry, and, apart from the home market, British-made wireless equipment exported exceed £1,000,000 yearly.—*British Wireless.*

GASOLINE FIRE NEAR AIRCRAFT CARRIER.

TWO AMERICAN SEAMEN
BURNED TO DEATH.

San Pedro, Jan. 2.

Gasoline fire flashed over the surface of the sea to-day and up the side of the U.S.S. Saratoga, which is an aeroplane carrier, killing two seamen and giving severe burns to four others. The captain's gig, which was alongside the Saratoga at the time, was destroyed.

The bodies of the dead have not yet been recovered. The injuries to three of the seamen are serious but none of them are expected to die from the burns received.

The fire blackened most of the starboard side of the aeroplane carrier.

Comander A. C. Reid, the Senior Officer on board the Saratoga, says that the fire was caused by a pot of turpentine in a punt, alongside the ship catching fire and setting fire to the surface of the water which was covered with gasoline.

A Board of Enquiry has been called for an official investigation of the disaster.

BRITISH CRUISER STRENGTH.

(Continued from Page 1.)

terest to Japan and Great Britain, which will come before the Naval Conference.

America Pleased.

Washington, Jan. 10.

Mr. MacDonald's declaration before leaving Los Angeles for London on Wednesday, has caused a most favourable reaction in official quarters here.

White House circles state that the American delegation will be prepared to meet such proposals at just half-way.

While the tentative Anglo-American preliminary agreement contemplates fixing the maximum American cruiser tonnage at 315,000, it is believed that the Administration hopes to negotiate a Treaty bringing the maximum below 300,500 tons, which will be reached if the fifteen cruiser programme is completed.

It is believed that a substantial cut in the number of destroyers and submarines is also agreeable to the United States Government.—*Reuter's American Service.*

PIRACY SUSPECTS IN COURT AGAIN.

DATE OF HEARING TO BE
FIXED SOON.

Yet another week's formal remand was granted by Mr. Hamilton at the Central Magistracy this morning, in the case in which two pirate suspects are charged with the murder of Mr. Frank Kingley Woodward, the third engineer of the s.s. Hatching, on December 7th.

The Magistrate enquired if the prosecution would be ready to fix a date for the hearing of the allegations by next Saturday, and Mr. L. R. Andrews, the Assistant Crown Solicitor, replied that they would.

According to a statement made by Mr. Andrews at the previous appearance of the prisoners, the prosecution are to charge a third suspect when he recovers from wounds which he received during the fight on the ship. He is at present in the Government Civil Hospital, but is making steady progress towards recovery.

ECONOMIC DRIVE IN BRITAIN.

(Continued from Page 1.)

and the wisdom of the Governor of the Bank of England in steering this country through a critical period.

Mr. Thomas reiterated his definite and positive opposition to the mere outpouring of Government money to assist industries that would not help themselves, and to bolster up inefficiency.

He referred again to the opportunity and the need for the development of the Empire.

Empire Development.

There was, he said, hardly anything that any people required that potentially could not be obtained within the British Empire. As the late Colonial Secretary, he had decided to give encouragement in that direction, but he did not expect to be called upon every few days to answer questions as to how many people were employed as a result of developments in East Africa or Nigeria.

British docks, railways, and harbours could be improved and cheap electricity provided.

To everything that in itself would be reproductive he was prepared to give all encouragement possible. The only thing he barred was dead capital.

Export Trade.

There still remained the problem of the export trade. If the matter were left to the Government, he said frankly he would have no hope. All that the Government could do was infinitesimal compared with what business could do for itself. The Government could direct foreign policy to show that the peace mind was better for commerce than the war mind. The Government could make it unmistakably clear that the development of the Empire was not the prerogative of any party or class, but was outside party politics, and was the accepted policy of every Government of the day.

Trade Diplomacy.

Political diplomacy was good, but why not trade diplomacy as well? The Government was going to revive commercial diplomatic posts in Colombia, Persia, Switzerland, Brazil and Argentina. It was going to create new posts in Finland and strengthen existing diplomatic commercial representation in Egypt, China, Canada, South Africa and the West Indies.

In view of the success of the Economic Commission to South America, magnificently led by Lord d'Abernon, there would be similar missions to other countries.—*Reuter and British Wireless.*

EXCHANGE RATES.

London, Jan. 10.

Paris	122.92
Geneva	25.13
Berlin	20.385
Oslo	18.21
Helsingfors	19.34
Athens	37.5
Buenos Aires	45
Hongkong	1.7 1/2
New York	1.4 7/8
Amsterdam	12.09 1/2
Stockholm	18.15
Vienna	34.02
Madrid	37.575
Bucharest	8.18
Bombay	1/5 29/32
Yokohama	2/0 7/32
Brussels	34.905
Travre	62.09
Copenhagen	18.205
Lyons	104.5
Lisbon	108.25
Rio	5 1/4
Shanghai	1/11 1/4
Silver (spot)	20 12/16
Silver (forward)	20 7/16

—*British Wireless.*

RUBBER STOCKS.

NEW HIGH RECORD
ESTABLISHED.

London, Dec. 31.

The rubber stocks in the United Kingdom exceed 73,250 tons, which is a new high record.

The Evening Standard considers the tin and rubber commodity markets especially disappointing. It says the demand for both threatens to fall owing to the unsatisfactory position of the American motor industry.

BRIGHTER WEATHER.

The local weather forecast till noon to-morrow is:—North winds, strong, overcast at first, later clearing.

The theft of vases and clothing, valued altogether at \$172, has been reported to the police by Mrs. J.M. Wong, living at Luguan Villa, Prince Edward Road. The lock of a door was found to have been forced, indicating the means by which the thief effected an entry.

TWO DESTITUTE BRITONS.

ONE SENT TO HONGKONG BY
SHANGHAI E.A.S.M.A.

COMMITTED TO HOUSE.

Two Britons, named Taylor and Northey respectively, appeared before Mr. Hamilton at the Central Magistracy this morning, charged with being found in the Colony without viable means of subsistence.

In the case of Northey, it was stated by Detective Sergeant Whant that he was assisted down to Hongkong by the Ex-Active Servicemen's Association of Shanghai. For a week, he had been looked after by the E.A.S.M.A. here, but they could do nothing else for him, and he gave himself up to the police.

Mr. Hamilton:—I don't see why the gentlemen in Shanghai should pass the case over to us.

His Worship said he had in view the fact that it was as difficult to find employment for these men in

SPECIAL FEATURE FOR GOLFERS.

Do You Know The Rules
Of The Game?

As announced yesterday, the Telegraph is on Monday commencing a daily feature, of special interest to golfers. This will comprise a series of drawings illustrating rules of the game that are too seldom thought about in play.

Although golf seems a simple game, there are some very technical rules that are violated here and there by the average player. The Telegraph feature will educate those who need it in the finer points of the rules.

Of special interest is the fact that the explanations have been thoroughly localised so far as Hongkong custom is concerned.

Hongkong as it was in Shanghai. Sergeant Whant:—I suppose their idea in sending Mr. Northey here is to get him a step nearer to Australia.

The officer, in reply to another question, said the Shipping Master would endeavour to get the men a berth at the first opportunity. Both said they were willing to take on the first seamen's job going.

Pointing out to both men that they would at least have food and a roof over their heads, the Magistrate committed them to the House of Detention.

Taylor, it appears, has some clothing in a bag left at the Sailors' Home, but in case this should prove insufficient for this rigorous weather, Sergeant Whant promised the Bench that he would take him to the Benevolent Society to see what could be done.

COMFORTS FOR POOR OF CANTON.

GOVERNMENT APPEAL TO
CHARITABLE BODIES.

Canton, Jan. 10.

In view of the present severe cold weather, which is likely to inflict severe hardships on the poor, the Bureau of Social Reforms addressed circulars to the various public charity organisations yesterday urging that free kitchens be immediately organised for giving relief to the sufferers.

The circulars also asked that clothing be procured and distributed to the poor, and directed that the work carried out must be constantly reported to the Bureau for a record to be kept.

SHARE GAMBLING IN SHANGHAI.

(Continued from Page 1.)

to searching criticism both here and abroad. They are frequently the victims of obloquy and distortion by unscrupulous propagandists with a purpose to secure in Western capitals. There is, therefore, the greater need for care. The gambling of last summer and autumn was undeniably a disgraceful incident. It is sincerely to be hoped that there will be no repetition of it; but it is also much to be feared that some will never mend their ways unless they are forced to do so.

A Chinese girl was injured yesterday as the result of a fall from the first floor of No. 141, Bulkeley Street, Hungnam. She was admitted into the Kowloon Hospital.

WITH SOUND ACCOMPANIMENT



HEAR "EVANGELINE"

As sung by DOLORES DEL RIO
with music by AL JOLSON

DOLORES DEL RIO

"EVANGELINE"

A HEAVY WADSWORTH LONGFELLOW

INMORTAL LOVE EPIC

Screen Play by FINE BOZ

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CULTURE INDUSTRY OF JAPAN, SEE EDISON HONoured
ON THE GOLDEN JUBILEE OF LIGHT AND AMERICAN
SUBMARINES IN WAR MANOEVRES.

HEAR THE WORLD FAMOUS REVELLERS

Sing. "COMING HOME" "EVENIN'"
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At 2.30, 5.10, 7.15 and 9.20.

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The star of many
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A new screen "find."

SPECIAL ATTRACTION

At 7.15 & 9.20.

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At 2.30, 5.15, 7.15 & 9.20.



A CONFLICT
OF PASSIONS

—thrilling—

without

parallel!

A sensational
picture of a
man without
a conscience,
regenerated at
last by a pure
love.

THE MASKS OF THE DEVIL

with **JOHN GILBERT**

AT THE **STAR** FINAL SHOWINGS TO-DAY
At 5.30 & 9.20